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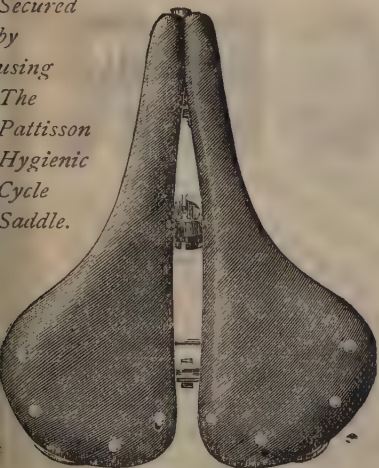
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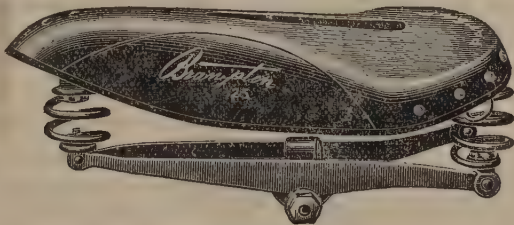


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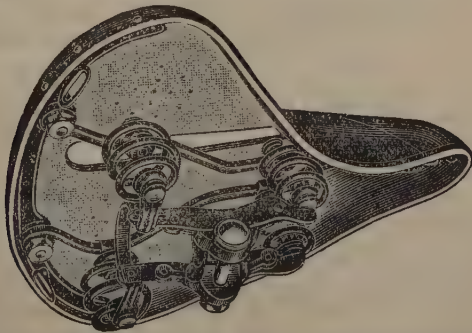
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**THE PRINCIPAL OBJECTS** for which the Club is established are:—

- To encourage and facilitate touring in all parts of the world.
- To provide riding or touring companions.
- To protect its members against any infringement of the rights and privileges to which they are entitled, and to extend those rights and privileges wherever possible.
- To secure and appoint upon special terms and at reduced rates Hotels and Inns in all parts of the country.
- To appoint a Consul in every town, who shall render to his fellow-members local information germane to the pastime unobtainable from other sources.
- To similarly appoint Official Repairers competent to remedy breakages and defects in machines.
- To publish monthly an Official "Gazette," to be supplied gratis to members only.
- To compile, and issue to members at reduced prices, Maps and Road Books especially adapted to the requirements of the cyclist.
- To inculcate and encourage an *esprit de corps* in the brotherhood of the wheel, and to uphold and promote the true interests of Cycling the wide world over.

Some of the Advantages to be derived from Membership are:—

- 1.—Intending tourists may procure from the various Chief Consuls, free of cost (save in the Districts to which the published Road Books of the Club apply), full particulars as to the best routes from one part of the country to another, as well as details of the chief items of interest.
- 2.—The assistance and guidance of the local Consul can be counted upon in every place of importance.
- 3.—The benefit of the special and reduced tariffs can always be obtained at the appointed Hotels and Inns in nearly every town and village in the United Kingdom, as well as in some of the countries in Continental Europe. The tariffs and discounts that apply to these houses result in a saving which, in some instances, is equal to thirty-three and one-third per cent. off the ordinary charges of the Hotel, and the annual subscription is in consequence frequently recouped in a single day.
- 4.—Companions of kindred tastes can be readily secured by the free advertisement which is given to the requirements of the member in the *Club Gazette* (for details of which see below).
- 5.—The member may purchase the Official Road Books and Handbooks of the Club. The former comprise a complete Continental Route Book in three sections, and a British and Irish Road Book in process of compilation (Vols. I., II., III., and IV., which include the whole of England, Wales, and Scotland, are now ready, and the remaining volumes dealing with Ireland, will appear shortly); the latter (published annually) contain exhaustive lists of appointed Hotels (licensed and Temperance)—with particulars of the special tariff and discount applicable to each—Coffee Taverns, Consuls, and Repairers; together with railway and steamboat rates, rules and regulations, a diary and riding record, hints as to touring, and repairing machines, and much other information indispensable to the tourist. One of the handbooks applies to the United Kingdom; the other to the Continent, the United States, the Colonies, etc.
- In addition to the above the Club publishes for the use of members a Farm House and Country Lodgings List, in which is incorporated a complete List of Coffee Taverns, Restaurants and Cafés. The *net charges* for certain specified items are given in all cases.
- 6.—The member has the right of purchasing and wearing the neat and serviceable Costume Cloths of the Club, and the Badge (a *fac-simile* of which is shown on the opposite page), both of which are known all over the world. The Costumes are procurable of any of the numerous Official Tailors (a list of whom is furnished upon application), but the badge is procurable of the Secretary only.
- 7.—The member is supplied *gratis* month by month with a copy of the *Club Gazette*, a magazine of from eighty to ninety pages, containing full details of the Club's progress, reports of the meetings of the Council and the membership, narratives of tours planned and undertaken, critical and absolutely independent articles on the construction and relative values of the various types of machines, together with much other matter of interest.

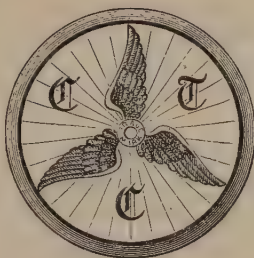
Apart from these material and personal advantages the member has the satisfaction of knowing that he is aiding, by his alliance therewith, a body which is ever on the alert to promote the best interests of cyclists, and which has already been instrumental in (a) reducing by fifty per cent. the charges formerly in force for the transit of cycles by passenger train, as well as in some cases securing special concessions in the way of reduced rates for both machine and rider; (b) removing all unreasonable restrictions upon the use of the public parks by wheelmen; (c) abolishing at one stroke the conflicting and anomalous county and borough bye-laws, and substituting therefor a statute law declaring cycles to be carriages within the meaning of the Highway Acts, and entitled to all the privileges and benefits applicable to other carriages; (d) upholding and improving the status of the wheelman by condemning furious riding, road racing, and every other practice likely to bring the cyclist into disrepute with other users of the roads and the community at large; (e) supplying, erecting, and maintaining warning notices on dangerous hills; (f) compiling the only reliable Road Book yet placed upon the market; (g) watching and opposing all measures restrictive of cycling introduced into Parliament or by local authorities; (h) agitating in favour of and introducing into Parliament a measure compelling all vehicles to carry lights at night, and—pending its passing into law—co-operating with County Councils in dealing with the matter by means of bye-laws in their own particular districts; (i) inducing hotel proprietors and other public caterers to study the special requirements of the wheelman, and to deal with him in a generous spirit; (j) revolutionising and perfecting the dress of the cyclist, and providing an ideal outfit for the use of each sex; (k) securing free entry for the machines of members *bona-fide* on tour in Belgium, France, Italy, Switzerland, and other Continental countries; (l) publishing and circulating with good effect tens of thousands of popular and technical pamphlets upon the only rational and economical system of road maintenance; and, in short, in rendering yeoman's service to the art and pastime of cycling.

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Founded  
1878.



Incorporated  
1887.

# BRITISH ROAD BOOK.

VOLUME IV.

## SCOTLAND.

*Compiled and Edited by*

2 ARTHUR T. POYSER,  
C.T.C.

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1897.

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## PREFACE.

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From the earlier days of cycling until now there have been published many road books, some of them excellent, which have dealt with Scotland, but none have approached in scope or completeness of detail the plan of the British Road Book of the Cyclists' Touring Club. Of that road book this Scottish section forms the fourth volume, and has been compiled on the lines so successfully laid down in the preceding volumes.

The aim of the Club, in this and in the other volumes, has been to gather information direct from its Chief Consuls, Consuls, and members, and in this way to obtain trustworthy and reliable information at first hand. The system pursued has been as follows. At the outset a small pamphlet was issued, giving an exhaustive list of all the roads regarding which information was required. Owing to the labour of writing reports on these roads being of a purely voluntary nature, several years elapsed before the greater number of the reports were received. During those years the Editor, Mr. Arthur Poyser, personally rode over a number of the more important roads between Carlisle and Thurso, to check and amplify the reports, and to obtain, at the same time, personal knowledge of those out-of-the-way roads concerning which it was found very difficult to gather any detailed information. As a considerable portion of western and northern Scotland is practically destitute of what might be termed a resident population, many of the roads in such parts of the country were reported on by members touring in the district. Many of these contributors, however, succeeded in writing very dissimilar reports on the same section of road, and another season was required in which to gather satisfactory details. When the first draft was ready it was sent to either the Chief Consuls, or to those members who had supplied the original reports, for verification. Several of the more inaccessible routes were compiled from the Editor's personal survey of the roads, and this applies also to the many by-ways mentioned in the Editor's Notes.

Very great assistance in obtaining accurate reports, and in correction of "draft," has been rendered by Mr. W. Kendall Burnett, of Aberdeen, the Chairman of the Map and Road Book (Scotland) Committee, and the other members of that committee. The Chairman's labours have been ungrudging, and but for his assistance and encouragement the production of such a work as this would have taken even a longer time than it has done. The especially valuable help accorded by several individual members of the Club must also be acknowledged.

It has been the Editor's endeavour from the first to make the book as far as possible worthy of the beautiful country of which it treats, and to cast the volume in such a form that it may not only find favour with those who are resident in Scotland, but also with those who, being strangers to the country, intend making it their touring ground.

In a work of such magnitude as this, where so much detail has to be dealt with, and in which nearly 10,000 miles of road have been minutely described, it would be unreasonable to expect an absolute freedom from error, though every effort has been made to secure accuracy. The publication has been delayed solely from the desire that the book should leave the press in as reliable a condition as possible.

With a view to the improvement of future editions, members and others who may discover discrepancies will advance the interests of the Club by forwarding corrected information to the Secretary; by this means more complete accuracy will ultimately be obtained.

Chief Offices :

47, VICTORIA STREET,

WESTMINSTER, LONDON, S.W.

*September, 1897.*



# INTRODUCTORY NOTES.

*Explanatory of the general arrangement of the information, and of the symbols and abbreviations employed.*

---

**Area embraced.**—The area embraced in this volume of the British Road Book is that of the whole of Scotland, including the Islands of Arran, Bute, Mull, Skye, Orkney, Shetland, Jura, Islay, and the Outer Hebrides.

**General Sub-division.**—That the routes might be more conveniently grouped, the whole of the area dealt with has been divided into four distinct portions.

**The First Section** (Routes 1 to 200) comprises the so-called "lowlands"—all that portion of the country lying south of a straight line drawn across the narrow part of Scotland from the Tay at Perth to the Clyde at Helensburgh. This section is subdivided into a western portion (Routes 1 to 109), the greater part of which is known as the "Burns Country," and an eastern portion (Routes 110 to 200) embracing the "Scott Country" and all Fifeshire.

**The Second Section** (Routes 201 to 255) consists of those roads lying east of the Great North Road between Perth and Inverness, and deals with the counties of Forfar, Kincardine, Aberdeen, Banff, Elgin, Nairn, and part of Perth and Inverness.

**The Third Section** (Routes 256 to 340) all the country to the west of the Great North Road—that is to say, the western and northern Highlands—is dealt with.

**The Fourth Section** (Routes 341 to 350) comprises Orkney and the Islands off the west coast.

The Editor has further endeavoured to carry out a yet more minute grouping in all the first three sections, whereby the routes having decimal numbers (1, 10, 20, 30, etc.) are the important main roads, from which most of the intervening subordinate routes branch off. To this, however, owing to the formation of the country, it has been necessary to make a few exceptions, and in these the main roads will be found in the middle of each group of ten instead of at the beginning. For example, Routes 145, 155, 165, etc.

**Construction of Routes.**—Each route consists of two parts, namely the **Forward** description of the road, in the direction indicated by the title, and the **Reverse**.

The **Forward**, or detailed description, is divided into paragraphs, each containing full particulars of the road between the two places at the commencement and end respectively of such paragraph. For the sake of clearness the *total* distances are given only at the ends of the paragraphs, the totals of intermediate places being readily obtainable by a simple process of addition. When a reference to mileage occurs in the text, it relates exclusively to the paragraph containing it, the only exception being in regard to milestones, which may possibly reckon from the commencement of the route, or from some other point distinctly mentioned, but in all other cases distances in the text refer either to some place already mentioned in the particular paragraph, or have direct relation to the place at the commencement of the paragraph in the broad column.

The **Reverse**, which follows the Forward description, is designed to enable a cyclist to follow the route, independently of extraneous aid, when riding in a direction contrary to that indicated by the title of the route. The information is limited to such directions as would be required by a stranger travelling over a road which is unknown

to him; but, dealing only with turnings to take, or to avoid, the Reverse is of little value by itself, and must be read in conjunction with the two left-hand columns of the Forward route, the three together constituting a complete itinerary, though in a form slightly less convenient than the Forward description.

On referring to any route it will be seen that the Reverse gives full directions as to roads or streets to be taken through towns and at other points on the route where a deviation has to be made; the *total* distances to the several places, calculated from the commencement of the Reverse route, are given in the extreme left-hand column, as well as the position of all steep descents, whether dangerous or requiring special care. Thus, all the essential information is plainly set out, while the minor details as to general character of the road are seen at a glance by perusing the paragraphs in the route.

**Main Routes and Subsidiary Routes.**—The distinction between main and subsidiary routes must be considered as applying *strictly* to this work.

**Main Routes** are primarily those trunk roads which afford the most direct communication between the great towns; under the same designation are included certain other main arteries of communication of considerable length, connecting various centres of population, having a close relationship to main routes and which, owing to their importance from a cyclist's standpoint, require to be prominently delineated in the Key Map. The following are examples of Main Routes: Carlisle to Glasgow, Berwick to Edinburgh, Perth to Aberdeen; and in the same category, but of a slightly different character, Fort William to Inverness, etc.

**Subsidiary Routes** may be regarded as branch or cross-roads, and are generally of much shorter length than the main routes; they are arranged in the Book, as well as in the Map, in geographical relation to the routes from which they spring.

**Mileage.**—Distances have been computed as closely as circumstances would admit, special precautions having been adopted to obtain the nearest approach to accuracy. The distances in the original reports by Consuls or others have been carefully compared with such reliable information on the subject as was obtainable from outside sources, and with the Ordnance Survey, and where disparities have appeared the new Ordnance Survey has been taken as the standard.

It should be noted, however, that the distances stated in the *total* mileage columns refer strictly to the *starting point* of the particular route under description, and may consequently be at variance with the distances recorded by the milestones, which, in many instances, reckon from a different starting point in the same route.

**Surface of Roads.**—The information given as to road surface is believed to accurately describe the *normal* condition of the road during an average season. It is based upon what may be termed the "local estimate," that is to say, it purports to give the opinion of practical cyclists resident in the localities treated of. These estimates will naturally be found to differ in various parts of the country; thus, a road in Ross-shire or Argyllshire described as having a good surface, might, by a rider resident in the lowlands or in England, be voted altogether indifferent, the disparity between the two opinions being attributable partly to the varying conformation of the country, and partly to the nature of the material available for road repair; but the system of original construction and the present method of maintenance are also important factors which must not be lost sight of.

It goes without saying that every road is more or less liable to slight changes, but in spite of this the surface will under *normal* conditions be found to retain its individual character; there are, of course, exceptions to this, as in the case of roads which are gradually falling into disuse or which have, from local causes, largely increased traffic suddenly concentrated upon them, but in a general sense and for all practical purposes, the characteristics of a road are permanent, and it is these permanent characteristics which alone are dealt with.

**Steep Descents.**—Symbols are employed to represent steep descents, they are placed in the broad column, and have the following signification:—

|                                                                |                                                                                     |    |                                                                                      |
|----------------------------------------------------------------|-------------------------------------------------------------------------------------|----|--------------------------------------------------------------------------------------|
| Steep descents considered dangerous by riders are shown thus { |  | or |  |
| Steep descents which are rideable but require care are shown { |  | or |  |
| thus ... ..                                                    |                                                                                     |    |                                                                                      |

the arrow in every case pointing in the direction of danger.

As to what constitutes a dangerous hill, it is impossible to formulate any absolute definition in the absence of a fixed standard which might serve as a criterion, and in view also of the varying circumstances which must be taken into account in estimating each case. Adopting, however, as a principle of classification, the capability of an average rider to descend steep declivities which are unknown to him, it has been the endeavour of the Editor to apply this test to every steep descent referred to, and to assign to each, one of the two symbols which more nearly represents it. It will be found in practice that many hills to which a feathered or danger arrow is appended, will be perfectly safe to descend if the rider is well acquainted with the ground and conversant with the particular features of the hill, which, to one not so informed, render it dangerous. That the rider therefore may be enabled to estimate the risk of descending any hill indicated by a symbol, some information as to its precise nature is given in the text.

The arrows on the right of the broad column, pointing down, refer to hills in the Forward route, those on the left, pointing up, to hills in the Reverse route. The hills in Scotland are frequently long steady ascents to certain summits and descents therefrom—a crossing of the watershed between valleys. In such cases the mileage of the actual summit is always given. When the mileage is not plainly stated in the column, the text gives some indication of the position of the descent.

**Styles of Type.**—In order that the relative importance of places may be readily seen, the names of towns and villages in the broad column are printed in various styles of type, indicative of their population. The following is a list of the types employed for names of places, with their signification:—

|                                                                                                        |                          |
|--------------------------------------------------------------------------------------------------------|--------------------------|
| Places containing a population of upwards of 100,000 are printed thus ... ..                           | <b>ABERDEEN, GLASGOW</b> |
| Places containing a population of upwards of 10,000, but under 100,000, are printed thus ... ..        | <b>Inverness, Perth</b>  |
| Places containing a population of upwards of 1,000, but under 10,000, are printed thus ... ..          | <b>Dunblane</b>          |
| Places containing a population of under 1,000 are printed thus ... ..                                  | <b>Aberlady</b>          |
| Places containing a population of under 10,000, which form the termini of routes, are printed thus ... | <b>MELROSE</b>           |

The foregoing table is thus an index to the importance of places passed through on any route. A slight variation from the otherwise universal rule is adopted when a town or village containing fewer than 10,000 inhabitants is at the commencement or termination of a route; this is done in order to prevent a one-sided appearance in the letterpress. An example is seen on page 129: Melrose contains a population under 10,000, and therefore, if in any other position in the column than at the commencement or termination, would be printed as "Dunblane" in the table; but as this would detract from the appearance of many of the routes under similar conditions, a more important but distinctive character is adopted. In Route 122, Melrose conforms to the table.

**Places off the Road.**—Places which are not actually upon the route under description, but which lie a little to the left or right of the rider, are denoted by being placed in brackets, in the second column; the figures against them showing the distance from the start of the route, from the town or village mentioned immediately above, or from the route itself. Examples: On page 159, Ormiston lies a little off the road to the right (see text), and is shown in brackets, with the distance from Route 154,  $\frac{1}{2}$  m.; on page 53, Dunmure is  $1\frac{1}{2}$  m. from the start of the route at Girvan.

**Town Centres.**—To give definiteness to the mileage in the case of towns, the actual point to which the distance is reckoned is indicated by the name of the particular building, landmark, or other prominent and central feature to which the mileage is taken, being appended in parentheses to the name of the place. With but very few exceptions, the same centre is adopted in places for all the routes which may converge at the town; by this means several routes may more easily be connected, and aggregate distances ascertained. The names of hotels or inns have been adopted as centres only when another and more suitable feature did not present itself. The sign of the local C.T.C. hotel would not always be available, even if it were desirable to adopt it, having regard to the uncertain duration of a subsisting agreement with the proprietor.

**Abbreviations, etc**—Some few abbreviations have been adopted in the text as follow:—"Br." for bridge, "Ch." for church, "d.p." for direction-post, "L." for left "m." for miles, "m.s." for milestone, "R." for river, "r." for right, "rly." for railway "St." for street, "Sta." for station, and "yds." for yards. Wherever the expression "keep forward," or "straight forward" is used it must be understood that all cross-road or branch-roads right and left must be avoided in the distance regarding which the expression is used.

**Summaries and Notes.**—A new feature has been introduced in this Volume which it is believed will be found useful in a country so much frequented by tourists from all parts of the world as Scotland. The Editor has provided a short *Summary* at the heading of every route which, in a few words, sketches its characteristics, and, in the case of the roads frequented by tourists, draws attention to the fine bits of scenery passed through. For fuller details riders must refer to the guide books. The Editor's *Notes* treat principally of local and "link" roads, etc., of not sufficient consequence to merit their being included as ordinary routes.

**The Key Map.**—This is essentially a Road Map; the scale upon which it is drawn being too small to admit of the ordinary features of the country being indicated. It shows the general disposition of the roads dealt with in the book, and is designed primarily to enable a cyclist to "plan out" a tour, or to trace a cross-country route of more or less intricacy, the numbers in red giving a direct reference to the descriptions in the book.

**Index.**—The name of every place traversed, whether town, village, or hamlet, appears in the Index. The reference in the Index, however, applies not to the text, but to the broad column of the Route in which are contained the names of every place situated upon the particular road under description. The Index comprises a list of about 1600 places.

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**TO FIND ANY REQUIRED ROUTE.**—The best method of finding any route described in the Book is to refer to the Key Map. from which, by means of the index figures in red, the route sought may readily be traced. The Index at the end of the Book should be referred to when it is desired to find the position of a town or village not indicated upon the Map.



## ERRATA.

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Page 15, Route 11, 14th line, *for* "crossing it" *read* "crossing river."  
,, 126, ,, 121, 30th ,, ,, "Oxnain" ,, "Oxnam."  
,, 187, ,, 179, 25th ,, *et seq.*, *for* "Buchanty" *read* "Buchany."  
,, 256, ,, 244, *for* "Woodside" in the "Place Column" *read* "Woodend."





# ROUTE 1. CARLISLE TO GLASGOW.

Excellent main road, rising over the picturesque Beattock Summit and following the Clyde valley between Elvanfoot and Abington. This road is one of Telford's and supplanted the old Roman road.

| Miles from Glasgow. | Places on the Road.           | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------|-------------------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                               | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 95                  | Carlisle.....<br>(Town Hall.) | ...            | ...    | Leaving the Town Hall proceed by Scotch St. and Kickergate, cross Eden Br., and keep to <i>r.</i> up a short steep gradient. Follow the Scotch main road straight ahead through the suburb of Stanwix. Road broad and good to Kingstown.                                                                                                                                                                                                                                                                             |
| 94½                 | Stanwix.....                  | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 93                  | Kingstown .....               | 1½             | 2      | In village turn to <i>l.</i> Road pleasantly undulating, through open country, to Metal Bridge, where the Esk is crossed, to the small br. of Sark where Scotland is entered. Good surface, but bumpy out of Carlisle.                                                                                                                                                                                                                                                                                               |
| 86½                 | The Border .....              | 6½             | 8½     | At fork roads, nearly ½ m. further on, keep to <i>r.</i> ( <i>l.</i> , Route 2). Easy rise to Gretna Green Sta., near which the Annan—Longtown Road is crossed at right angles. Bear slightly to <i>r.</i> when past the village joining the Longtown Road in ¼ m. Fine stretch of undulating road through Kirkpatrick to Kirtle Br., with descent towards Ecclefechan. Excellent surface.                                                                                                                           |
| 85½                 | Gretna Green .....            | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 82½                 | Kirkpatrick .....             | 3              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 76½                 | Ecclefechan .....             | 6½             | 18½    | At S. end of village keep to <i>l.</i> , skirting it on the <i>r.</i> when ascending the hill northwards; gradual rise. (Or, pass through village by keeping to <i>r.</i> at S. end and rejoining main road by bearing to <i>l.</i> at Bush Hotel.) Road descends to Water of Milk and is slightly undulating into Lockerbie.                                                                                                                                                                                        |
| 70½                 | Lockerbie .....               | 5½             | 24½    | Keep straight through town (first road to <i>l.</i> , Route 7), and when rly. at N. end of town is crossed, keep to <i>l.</i> Descent to Dryfe Water, and then fairly level for 5 m. At Dinwoodie Lodge, 2½ m. beyond Nethercleuch Sta., turn to <i>l.</i> ( <i>r.</i> old road to Moffat, 9 m.; indifferent surface). Cross R. Annan; road ascends gradually for 4 m., succeeded by 1½ m. level, thence undulating to Beattock Village and ¼ m. beyond, Beattock Hotel (so-called: this house is not now an hotel). |
| 56½                 | Beattock Village.....         | 14             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 56½                 | Beattock (old) Hotel ...      | ½              | 38½    | Keep to <i>l.</i> ( <i>r.</i> , Route 31). The ascent to Beattock Summit commences here. For a m. or two the rise is scarcely perceptible, but becomes steeper as the summit is approached. The climb, however, is at no portion difficult. Summit (1028 ft.) attained at 10¼ m. from Beattock Old                                                                                                                                                                                                                   |
| 46                  | Beattock Summit ...           | 10¼            |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## Route 1.

## CARLISLE TO GLASGOW—continued.

| Miles from Glasgow. | Places on the Road.   | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------|-----------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                       | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 40½                 | Crawford Inn .....    | 5½             |        | Hotel. Descent of 5½ m. to Crawford Inn. At 3½ m. from summit the Clyde is crossed, then turn to r. (L., Route 29): Road open and fairly level to Abington. (Before Abington, Route 30 is joined on L.). At S. end of the village bear to L. and go up main street. Surface excellent.                                                                                                                                                                                                                                                                                                                                                                |
| 37½                 | Abington .....        | 3              | 57½    | At fork roads N. of village keep to L. (r., Routes 32 and 35). The road ascends for some distance then falls to Duneaton Water, followed by a longish climb to the moors. Road surface hard and good and not affected by rain to any appreciable degree. Easy riding for nearly 2 m., then considerable descent down the valley of the Darkhall Burn, passing site of old Parkhead Toll about half-way. After crossing the burn at Millbank, turn to L. over Douglas Water and past rly. sta. (r. at Millbank, Route 51.) Road undulating, then level by Newfield. Descent to R. Nethan requiring caution. Village of Lesmahagow on L. and sta. on r. |
| 28½                 | Douglas Mill .....    | 9              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                     | ↓                     |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 23                  | Lesmahagow Toll ..... | 5½             | 72     | Lesmahagow Toll passed after crossing the br. over the Nethan; the road ascends for a short distance, is then undulating, and rises in a winding slope from the Kirkwood Burn, beyond which hill there is a nearly level mile past Blackwood Sta., then alternate rise and fall to the ascent to 623 ft. at Cander Moss. Road descends to beyond cross-roads (r. and L., Route 79), again rises under rly. br., then falls somewhat sharply into Larkhall. Very good surface.                                                                                                                                                                         |
| 15                  | Larkhall .....        | 8              | 80     | Road gradually descending to junction, at fork roads, with Route 32, and continues to descend, at first gradually, then rather steeply, over rly. to R. Avon. Short level, then easy rise to fork road at S. end of Hamilton. Turn to r. (L., Routes 32 and 78). Surface lumpy in places; good on whole.                                                                                                                                                                                                                                                                                                                                              |
| 11½                 | Hamilton .....        | 3½             | 83½    | At the cross, bear to L., slightly, and proceed up Cadzow St., leaving the town by the Bothwell road with Hamilton Low Parks on the r. After rising out of Hamilton the road becomes level, then descends to Bothwell Br.; care required. Across the br. the tedious hill called "Bothwell Brae" is encountered, during the ascent of which keep to the L., and enter the town.                                                                                                                                                                                                                                                                       |
|                     | ↓                     |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

Route 1. **CARLISLE TO GLASGOW.**—*continued.*

| <i>Miles from Glasgow.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------|----------------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 9                          | Bothwell .....             | 2½                    | 86            | Slightly downhill to Uddingston, with grounds of Bothwell Castle on <i>l.</i> Keep to <i>r.</i> at fork on entering Uddingston; surface rough, but fair riding. (At fork roads beyond Uddingston, join Routes 33 and 86 on <i>r.</i> ) Road continues to descend, easily, over North Calder Water to Mount Vernon Sta. where turn to <i>r.</i> under rly. and keep to <i>r.</i> , on main road, to Tollcross. Road falls for a short distance and rises to Parkhead. |
| 7½                         | Uddingston .....           | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3½                         | Tollcross .....            | 4                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2                          | Parkhead .....             | 1½                    | 93            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                            | <b>GLASGOW</b> .....       | 2                     | 95            | Leave Parkhead by New Rd. (second street on <i>r.</i> ) and proceed down hill to br. under rly., and up a rather steep ascent to Duke St. Sta. (on <i>r.</i> ). Here stone setts begin and double line of tramway rails. Continue up George St. to George Sq. and turn to <i>l.</i> down Queen St. to Royal Exchange.                                                                                                                                                |
|                            | (Royal Exchange.)          |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**CARLISLE TO GLASGOW.** *Reverse.*—From Royal Exchange proceed up Queen St. to Queen St. Sta. in George Sq. Here turn *r.* along N. side of sq., and down George St. and Duke St.; double line of tram rails. Beyond Duke St. Sta., at fork formed by Carntyne Rd., ½ m. past sta., turn to *r.*, passing two rly. brs. At fork immediately after second br. keep straight on into Parkhead. At cross (fountain and public clock) take second road on *l.* (Great Eastern Rd.), and proceed by Tollcross to Mount Vernon Sta. After passing under rly. turn *l.*, and at fork roads beyond Broomhouse keep *r.*, and again to *r.* at second fork. In Hamilton proceed down Cadzow St. to cross, at which bear *r.*, then to *l.* where roads meet at south end of town, opposite the school. At fork roads, 2 m. out, keep *r.*; but at fork just before Blackwood Sta. keep *l.* At Lesmahagow Toll cross br., passing village ½ m. to *r.*; at fork keep to *r.* After passing Douglas Sta. and crossing the br. bear *r.*, and at fork roads keep on to *l.* Leaving Abington turn to *r.*, but keep to *l.* at fork roads. About 2 m. beyond Crawford Inn turn sharply to *l.*, and cross River Clyde. Road unmistakable to Lockerbie. Proceed straight through the town; at branch roads keep to *l.* At N. end of Ecclefechan bear round to *r.*, avoiding the village; descend hill with care. At 2¾ m. beyond Kirkpatrick turn to *r.*, off direct road, and enter Gretna Green. Pass over rly. at sta., cross into England at Sark Bridge, cross River Esk at Metal Bridge, and thence into Carlisle by Stanwix and Eden Bridge. Care required in descending Stanwix bank.

# ROUTE 2. CARLISLE TO DUMFRIES.

(Via Clarencefield.)

Very good road, with easy gradients. Fine views of Solway Firth on *l.*, beyond Dornock.

| <i>Miles from Dumfries.</i> | <i>Places on the Road.</i>        | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------|-----------------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                   | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 34                          | Carlisle.....<br>(Town Hall.)     | ...                   | ...           | Proceed as in Route 1 to Sark Bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 25½                         | Sark Bridge.....<br>(The Border.) | 8½                    | 8½            | At fork roads beyond the br., turn to <i>l.</i> ( <i>r.</i> , Route 1). Road rises gradually from Sark Bridge to fork roads and beyond; becomes undulating, passing a bye-road on <i>r.</i> from Gretna Green, and falls, slightly, to the Kirtle Water. Ascent from the br. to the village of Rigg and level towards Dornock. After crossing a small br., road ascends through the village and is undulating to within a short distance of Annan. Descent into the town; stone setts begin at foot of the hill. Good paving in the town. Very good surface.                                                                   |
| 25¼                         | Fork Roads .....                  | ¼                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 23                          | Rigg .....                        | 2¼                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 19¼                         | Dornock .....                     | 3¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 16¾                         | Annan .....                       | 2½                    | 17¼           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 13¼                         | Cummertrees .....                 | 3½                    |               | Passing Post Office on <i>l.</i> and Town Hall on <i>r.</i> , cross R. Annan and turn to <i>l.</i> at fork roads ( <i>r.</i> , Routes 4 and 6). Keep again to <i>l.</i> at next fork some yards further, rly. running parallel on <i>l.</i> The road is undulating to Cummertrees Cemetery, when it dips down under the rly. and rises into the village. A dip down out of the village and road passes again under the rly. About a m. out there is a short steep climb and a corresponding fall on the other side to Flish Old Toll House. At ¼ m. further, pass under rly. Fairly level to Clarencefield. Good surface.      |
| 9¾                          | Clarencefield .....               | 3½                    | 24¼           | A road to <i>r.</i> (¾ m. from village) joins Route 6. A m. further on, cross over rly., then good running to Mouswald; church on <i>r.</i> A short steep hill runs down from the church and road re-ascends to the schoolhouse. From this it descends gradually for a m. Before Collin village, road descends a short steep hill and joins Route 3 in the village. Turn sharply to the <i>l.</i> At ¼ m. beyond, the Lochar Water is crossed; thence through Gasstown village and Noblehill (a Dumfries suburb) and into Dumfries. After crossing rly. br., the stone setts are reached; at first good paving, then inferior. |
| 6½                          | [Mouswald]                        | 3¼                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3¼                          | Collin.....                       | 3¼                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1¼                          | Gasstown .....                    | 2                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



# Route 2. CARLISLE TO DUMFRIES—continued.

| Miles from<br>Dumfries. | Places on the<br>Road.           | Mileage.                |        | General description of the Road.                                                                                                                                 |
|-------------------------|----------------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                  | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                  |
|                         | Dumfries .....<br>(High Street.) | 1½                      | 34     | Proceed along English St. and High St. is reached at the King's Arms Hotel. Very good surface.<br>Routes 7, 8, 9, 10, 19, 20, 21, 24, and 31 joined in Dumfries. |

**CARLISLE TO DUMFRIES. Reverse.**—Leave by English St. At fork roads keep to *r.*; cross rly. br. At Collin keep twice to *r.*, and bear to *r.* near Annan. Cross R. Annan and turn to *l.* into town, passing Post Office on *r.* and Town Hall on *l.* At fork roads after passing rly., keep to *r.*, and again to *r.* at fork beyond Rigg. From Sark Bridge to Carlisle as in Reverse of Route 1.

## ROUTE 3. CARLISLE TO DUMFRIES.

(Via Carrutherstown.)

Hillier, but more direct, than Route 2. Good surface on the whole.

| Miles from<br>Dumfries. | Places on the<br>Road.                           | Mileage.                |           | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------|--------------------------------------------------|-------------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                                  | Inter-<br>medi-<br>ate. | Total.    |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 33                      | Carlisle .....<br>(Town Hall.)                   | ...                     | ...       | Proceed as in Route 1 to the Border, at Sark Bridge, and thence as in Route 2 to Annan.                                                                                                                                                                                                                                                                                                                                                          |
| 15½                     | Annan .....<br>(Cross.)                          | 17½                     | 17½       | Passing Post Office on <i>l.</i> and Town Hall on <i>r.</i> , cross R. Annan and bear round to <i>l.</i> to fork roads. Here keep to <i>r.</i> ( <i>l.</i> Route 2) and to <i>l.</i> at next fork ( <i>r.</i> Route 4); at third fork, about 2½ m. out, keep again to <i>l.</i> ( <i>r.</i> , Route 6). Ascent, gradual, for about 3 m. beyond the last fork, and subsequently descends and then reascends towards Carrutherstown. Good surface. |
| 9                       | Carrutherstown .....<br>↑<br>↓                   | 6½                      | 24        | Steep rise from the village to a stretch of fairly level road, then again undulating by Byeloch. Descent towards Collin, with rapid fall near the foot, requiring care in descending. (Route 2 joined.) Good surface.                                                                                                                                                                                                                            |
| 3½                      | Collin .....<br>Dumfries .....<br>(High Street.) | 5½<br>3½                | 29½<br>33 | Proceed to Dumfries as in Route 2.                                                                                                                                                                                                                                                                                                                                                                                                               |

**CARLISLE TO DUMFRIES (VIA CARRUTHERSTOWN). Reverse.**—As in Reverse of Route 2 to Collin. Here keep to *l.* at fork and to *r.* at next fork during the ascent. Keep to *r.* to Annan, avoiding all branch roads to *l.* Proceed to Carlisle as in Reverse of Routes 2 and 1.

## ROUTE 4. ANNAN TO LOCKERBIE.

Good road, but hilly in parts.

| Miles from<br>Lockerbie. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------|------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 10 $\frac{1}{2}$         | ANNAN<br>(Cross.)      | ...                     | ...              | Proceed along High St. to N.W., passing the Town Hall on <i>r.</i> ; cross the R. Annan. Take first turning to <i>l.</i> , then keep twice to <i>r.</i> ( <i>l.</i> , Routes 2, 3, and 6). Road rises for some distance to Nethermain, and is then almost level to Eastmoor. Beyond this there is a long descent, ending rather steeply, but not dangerously, with Hoddam Lodge on <i>l.</i> Turn sharply to <i>r.</i> and cross the Annan at Hoddam Br. After crossing the river turn sharply to <i>l.</i> (ahead: by-road to Ecclefechan, 2 m., joining Route 1 there). Road rises slightly, then becomes undulating. A short steep rise up Three Well Brae, followed by a descent towards the entrance to Castlemilk. After crossing the Water of Milk, the road is undulating to the junction with Route 1, south of Lockerbie. Road fairly level into the town. (At ch. on <i>l.</i> , Route 7 enters.) Town not paved. Good surface. |
| 10                       | Fork Roads             | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7 $\frac{1}{4}$          | Eastmoor               | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 6 $\frac{1}{4}$          | Hoddam Bridge          | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3 $\frac{1}{2}$          | Kettleholm Bridge      | 3                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                          | LOCKERBIE              | 3 $\frac{1}{4}$         | 10 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

ANNAN TO LOCKERBIE. *Reverse*.—Leave town southwards by Townfoot; at fork roads keep to *r.* At fork, 2 m. beyond Water of Milk Br., turn to *r.* Thence unmistakable to Annan.

## ROUTE 5. ANNAN TO CANONBIE.

Fairly good surface. Several short steep ascents between Kirkpatrick and Canonbie.

| Miles from<br>Canonbie. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------|------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 16 $\frac{3}{4}$        | ANNAN<br>(Cross.)      | ...                     | ...    | Pass E. along the High St., with Parish Ch. on <i>l.</i> ; road rises up a long but gradual slope, the top of which is reached at the rly. br. Beyond this, at fork roads, keep <i>l.</i> ( <i>r.</i> Route 2.) Slight decline to the level, good surface; then slightly upward at 1 $\frac{1}{2}$ m. Road undulating through Stapleton and steep hill down to the Kirtle Water. Sharp turn to <i>l.</i> across the br. and |
|                         | Stapleton              | 3 $\frac{1}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                             |

## Route 5.

ANNAN TO CANONBIE—*continued.*

| Miles from Canonbie. | Places on the Road.              | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------|----------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                  | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                      | ↑<br>↗                           |                 |                  | steepish ascent past Kirkpatrick Ch. Cross the main Carlisle—Glasgow Road (Route 1); village of Kirkpatrick extending to <i>L.</i> Fair surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 $\frac{1}{4}$     | Kirkpatrick .....                | 2 $\frac{3}{4}$ |                  | Proceed straight onwards; road ascends slightly to Beetonhall (2 $\frac{1}{4}$ m.) and falls steeply to the Logan Burn, a descent requiring care. Cross the br. and ascend steep hill into village of Chapelknowe, crossing old Carlisle and Glasgow Road, at right angles. Road falls slightly and again rises steeply past Half Morton churches to Waughslee Farm. Surface indifferent for some distance. Road descends to R. Sark and rises beyond the br. Surface now improves to Canonbie. Keep to <i>r.</i> at fork roads; descend for some distance, gradually, but steep fall to the Cross Keys Hotel; care required. Turn to <i>L.</i> , cross the river and proceed up the hill, which is steep. Pass over the rly.; thence downhill into the village. The surface deteriorates for over a m. before Canonbie. |
| 7 $\frac{3}{4}$      | Chapelknowe .....                | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 6 $\frac{3}{4}$      | Half Morton Church ...           | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1 $\frac{1}{2}$      | Cross Keys Hotel ... ↓<br>↑<br>↗ | 5 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                      | CANONBIE .....                   | 1 $\frac{1}{2}$ | 16 $\frac{3}{4}$ | Routes 110 and 111 are joined here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**ANNAN TO CANONBIE.** *Reverse.*—Cross R. Esk; keep to the *r.* past Cross Keys Hotel. Cross old Carlisle and Glasgow Road at right angles in Chapelknowe; and cross new Carlisle and Glasgow Road (Route 1) at Kirkpatrick. Cross Kirtle Water, bear to *r.* then to *L.* Join Route 2 at rly. br.  $\frac{1}{2}$  m. from Annan.

## ROUTE 6. ANNAN TO BEATTOCK.

Fairly good road to Lochmaben; surface indifferent from thence to junction with Route 31. Good from that point into Beattock. This route is on the whole hilly, and rough in places.

| Miles from Beattock. | Places on the Road.     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                         |
|----------------------|-------------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                          |
| 25 $\frac{3}{4}$     | ANNAN<br>(Cross.) ..... | ...            | ...    | Proceed westwards along High St., passing Town Hall on <i>r.</i> ; cross R. Annan and keep to <i>L.</i> At the fork roads keep to <i>r.</i> ( <i>L.</i> , Route 2) and at next fork to <i>L.</i> ( <i>r.</i> , Route 4). Road undulating. At fork roads, 1 m. further, turn to <i>r.</i> ( <i>L.</i> , Route 3). Road becomes narrower but has a good surface to Dalton; hilly in parts. |

## Route 6.

ANNAN TO BEATTOCK—*continued.*

| <i>Miles from<br/>Beattock.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------|--------------------------------|----------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 18 $\frac{3}{4}$                | Dalton .....                   | 7                                | 7                | From this village a by-road runs southwards to Ruthwell Sta. (Route 2). Surface not quite so good between Dalton and Lochmaben, but the hills are less frequent and the running is very fair. The Castle Loch runs on <i>r.</i> for $\frac{3}{4}$ m. before road enters Lochmaben. Short steep ascent into the town past the Parish Ch. (Route 7 passes at right angles through the town.) Proceed along High St., and leave the town with Mill Loch on <i>l.</i> ; cross rly., and at Bogle Hole keep to <i>r.</i> At Kinnel Br., $1\frac{3}{4}$ m. out, keep to <i>l.</i> at branch roads; fair surface to Templand. Road becomes loose and rough in the village and is very indifferent for some miles. Gradual rise to Chapelhill, where keep straight on. (By-road on <i>l.</i> to St. Ann's Bridge, $1\frac{1}{2}$ m.) Road ascends to Righead and falls to Bucrig. Route 31 is joined on <i>l.</i> ; keep to <i>r.</i> At entrance to Craigielands House, turn to <i>r.</i> , pass under rly. and join Route 1. Turn to <i>l.</i> and enter village. No hotel at Beattock. |
| 13 $\frac{3}{4}$                | Castle Loch .....              | 5                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 12 $\frac{3}{4}$                | Lochmaben .....                | 1                                | 13               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 10 $\frac{1}{4}$                | Templand .....                 | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                 | BEATTOCK .....                 | 10 $\frac{1}{4}$                 | 25 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**ANNAN TO BEATTOCK.** *Reverse.*—At S. end of village, turn to *r.* under rly., then turn *l.* At fork, keep *l.* At Templand cross a by-road at right angles. Cross rly. on entering Lochmaben and pass through High St. At fork, S. of the town, keep to *r.* with Castle Loch on *l.* Bear to *r.* on leaving Dalton, and join Route 3 on *r.*, Route 4 on *l.*, and Route 2 on *r.*, before Annan. Cross R. Annan and enter the town.

## ROUTE 7. DUMFRIES TO LOCKERBIE.

Good road. Hilly between Dumfries and Lochmaben.

| <i>Miles from<br/>Lockerbie.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                  |
|----------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                          |
| 12 $\frac{1}{2}$                 | Dumfries .....                 | ...                              | ...           | Leave by English St., and at St. Mary's Ch. keep to <i>l.</i> , cross rly. br. and keep to <i>r.</i> at Victoria Ter. ( <i>r.</i> at St. Mary's Ch., Routes 2 and 3). The road is undulating for the first 2 m., then level for $1\frac{1}{2}$ m. Surface generally loose over Lochar Moss. From Roucan village the road |
| 9                                | Roucan .....                   | 3 $\frac{1}{2}$                  |               |                                                                                                                                                                                                                                                                                                                          |

## Route 7.

**DUMFRIES TO LOCKERBIE**—*continued.*

| <i>Miles from<br/>Lockerbie.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------|--------------------------------|----------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6½                               | Hill Summit .....              | 2½                               |               | ascends a very steep hill to 4 m.s. Road still rising, past Torthorwald Castle (on <i>r.</i> ; village on <i>l.</i> ), and continues to ascend for 2 m. The summit is reached at Raemoor. Slight decline followed by easy rise, and long run down to Burnside. The road again rises slightly and descends rather steeply past the 8 m.s.; and joins a by-road, sharply, to <i>l.</i> Bear to <i>r.</i> , and ascending into the town take first main (or second turn) to <i>r.</i> Surface rough near summit. |
| 4                                | Lochmaben .....                | 2½                               | 8½            | At fork roads S. of the town, by church, keep to <i>l.</i> , and to <i>r.</i> at next fork, having Castle Loch on <i>r.</i> Road continues level; cross R. Annan. Surface inclined to be loose from Lochmaben to this br., becoming firmer towards Lockerbie, but more hilly. Cross Dalton by-road at right angles; ascend past cemetery. Undulating into Lockerbie. Turn to <i>l.</i> in main street; Town Hall on <i>r.</i> (Here Routes 1 and 4 are joined).                                               |
|                                  | LOCKERBIE .....                | 4                                | 12½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**DUMFRIES TO LOCKERBIE.** *Reverse.*—From Town Hall proceed southwards down High St., and at church, on *r.*, turn to *r.* Castle Loch on *l.* before Lochmaben. At road junction Route 6 is met; bear to *r.* into town. Pass Town Hall on *r.* Take first turning to *l.*; small loch on *l.*; turn to *r.* at fork up short steep slope. At fork before Raemoor keep to *l.* Hill from Torthorwald to Roucan *dangerous* to strangers. Enter Dumfries by Victoria Ter. and York Pl. Up English St. to King's Arms Hotel, on *l.*

**ROUTE 8. DUMFRIES TO KIRKCUDBRIGHT.**

(Via Castle Douglas.)

Undulating road; with no serious hills. Good surface. The m.s.s. are marked from Nith Br. in Dumfries, and not from centre of town, in this route.

| <i>Miles from<br/>Kirkcubright.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                          |
|-------------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                     |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                  |
| 28                                  | Dumfries .....                 | ...                              | ...           | Leave Dumfries by High St. and Buccleuch St.; paved. Cross the Nith and keep up Galloway St. and Laurieknowe. At first branch roads keep to <i>r.</i> and again to <i>r.</i> at fork roads, d.p. |



## Route 8. DUMFRIES TO KIRKCUDBRIGHT—continued.

| <i>Miles from<br/>Kirkcudbright.</i> | <i>Places on the<br/>Road.</i>         | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------|----------------------------------------|----------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                      |                                        | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                      |                                        |                                  |                 | Cross Cargen Water; road ascends for 2 m. up the Glen Hill, which is quite rideable. Top of hill at Nunland Farm, from which road dips for some distance, and then undulating with upward tendency for $2\frac{3}{4}$ m. Cross Glen Burn. [On r., beyond Deanside, $6\frac{1}{2}$ m. out, by-road into Dumfries by Shawhead, Routen Br., and Irongray; or, turning r. at Shawhead, and passing Free Ch., into Dumfries by the Grove and Lochfield Sta.] At $\frac{1}{4}$ m. beyond Deanside, road ascends for $\frac{1}{2}$ m.; at top undulating to Crocketford.                                                                                                                                                                                                                                                                                     |
| 18 $\frac{3}{4}$                     | Crocketford ..<br>(or Nine Mile Bar.)  | 9 $\frac{1}{4}$                  | 9 $\frac{1}{4}$ | Keep to l. in centre of village (r., Route 24); here the telegraph posts are left behind. At branch roads beyond village, keep to r. (l., by-road to Dalbeattie). Road descends to Auchencroch Loch. Along the shore of this loch, level for over a m.; then a slight rise to Springholm village and a long descent through it, and beyond (r. to Kirkpatrick—Durham). At the foot of village cross a br. and wind downwards with a slight rise breaking the descent. A m. further on there is another descent for $1\frac{1}{4}$ m., followed by an easy rise and a subsequent fall to the Urr Water. Beyond the br. the ascent of the Ram Hill commences, perhaps the steepest gradient on this road, but quite rideable; ascent for $1\frac{1}{2}$ m. Downhill past Hallatown House and a rise to Castle Douglas Sta., with descent into the town. |
| 16                                   | Springholm .....                       | 2 $\frac{3}{4}$                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                      | Ram Hill.                              |                                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10                                   | Castle Douglas.....<br>(Town's Clock.) | 6                                | 18              | At Town Hall Route 23 leaves to r., and Route 26 to l. Keep straight ahead; town not paved. Leave town with Carlingwark Loch on l.; at Lochbank $\frac{1}{2}$ m. further, keep to r.; cross R. Dee. At branch roads 4 m. out, keep l. (r., Route 10). Slight fall after leaving main road, and a rise passing Argrennan policies. Surface good; easy ascent for a m. followed by long downhill to Tongueland.                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2                                    | Tongueland .....                       | 8                                |                 | From village road again descends, passing under rly. br.; turn sharp to l. over the Dee—this turn requires care. Level to Kirkcudbright; lumpy surface. Proceed up St. Cuthbert St., Town Hall on l. opposite Parish Kirk. Fine surface on the whole.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                      | KIRKCUDBRIGHT .....                    | 2                                | 28              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                      | (Town Hall.)                           |                                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

DUMFRIES TO KIRKCUDBRIGHT. *Reverse.*—Leave by St. Cuthbert St. with rly. sta. on l. At Dee Br. turn sharp r., and, after passing under rly., keep to l. At road

junction beyond Argrennan House (which lies on *r.*) turn to *r.* In Castle Douglas keep straight through town, passing Douglas Hotel on *l.* and Crown Hotel on *r.* Turn to *l.* under rly. br., then bear to *r.*, and again to *l.* at next fork. Keep to *r.* before Springholm; pass Auchenreoch Loch on *l.*; join Routes 9 and 19 before Dumfries. Enter town over Nith Br. Proceed down Buccleuch St., turn to *r.* in Castle St., pass Burns' Monument; pass down High St. to King's Arms Hotel.

## ROUTE 9. DUMFRIES TO KIRKCUDBRIGHT.

(Via Dalbeattie.)

Good, well-made road; hilly, but quite rideable all the way. Usual route is by Castle Douglas, Route 8.

| Miles from<br>Kirkcubright. | Places on the<br>Road.     | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------|----------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                            | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 32                          | Dumfries<br>(High Street.) |                         |        | Proceed up High St. to Burns' Monument; continue up Castle St. and turn to <i>l.</i> down Buccleuch St.; cross river by Nith Br. and proceed up Galloway St. and Laurieknowe. Keep to <i>r.</i> at branch roads and to <i>l.</i> at fork; d.p. Road falls to Cargen Br. and rises for about $\frac{7}{8}$ m. from it, then falls to Goldielea. Road again ascends, at first gradually, for $\frac{1}{4}$ m., then in a long steep hill; rideable. There is a break of about 100 yds., level, on the hill, after which it again ascends. Road rises past 4 m.s., is then level, and dips past the road end (by-road) to Lochfoot (on <i>r.</i> ). Easy from Lochanhead Sta. to Beeswing. At S. end of village, near Free Ch., keep to <i>r.</i> ( <i>l.</i> to New Abbey). Downhill, and pass on <i>r.</i> road to Killywhan Sta. Road now crosses a moss; surface loose in dry weather, to Kirkgunzeon Sta. |
| 26 $\frac{1}{2}$            | Lochanhead Station ...     | 5 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 24                          | Beeswing .....             | 2 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 22                          | Kirkgunzeon Station ...    | 2                       | 10     | At sta. keep to <i>r.</i> downhill and pass under rly.; care required owing to turn at foot under br. Pass Corra Castle on <i>r.</i> , and first road on <i>r.</i> leads to Kirkgunzeon village. Road rises slightly to Newfield, whence it falls to Edingham Loch on <i>r.</i> ; road continues to fall and passes under rly. before Dalbeattie. (Route 19 on <i>l.</i> over the br. and through the town).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 18                          | Dalbeattie.....            | 4                       | 14     | Proceed straight through the northern end of the town, passing Maxwell's Arms and granite works on <i>l.</i> , to Buittle Br. Turn sharp <i>l.</i> ( <i>r.</i> , Castle Douglas). At 2 $\frac{1}{2}$ m. the road descends a short steep hill. In Palnackie village bear round to <i>r.</i> and then to <i>l.</i> From Dalbeattie to this point the road surface is only fair; but                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 15                          | Palnackie .....            | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

# Route 9. DUMFRIES TO KIRKCUDBRIGHT—continued.

| Miles from<br>Kirkcudbright. | Places on the<br>Road.              | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------|-------------------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                     | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                   |
| 11½                          | Auchencairn .....                   | 3½                      | 20½    | improves to good beyond this. Road on the whole flat, with only slight undulations in places, to Auchencairn.                                                                                                                                                                                                                                                                     |
| 7¾                           | Bankhead Mill .....                 | 3¾                      |        | Out of the village keep to <i>l.</i> up a winding hill to the school (dangerous when descending). Fair road for 1 m., then long steep ascent for 1 m., followed by 1¾ m. of undulating road. [At Bankhead Mill a road leaves on <i>l.</i> for Kirkcudbright via Dundrennan Abbey; good road; hilly.] Keep to <i>r.</i> at the mill; descent for 1¼ m., then undulating to Bombie. |
| 3½                           | Bombie .....                        | 4½                      | 28½    | Road descends a long hill, requiring care; at foot, road divides. Turn to <i>r.</i> and cross Buckland Burn; ascend winding hill, at top of which a few yds. level; then descent, requiring great care, into the town. Enter by St. Cuthbert St.                                                                                                                                  |
|                              | KIRKCUDBRIGHT<br>(Town Hall.) ..... | 3½                      | 32     |                                                                                                                                                                                                                                                                                                                                                                                   |

**DUMFRIES TO KIRKCUDBRIGHT.** *Reverse.*—From Town Hall proceed down St. Cuthbert St. and slightly beyond rly. sta. (on *l.*) turn to *r.* At br. over Buckland Burn, bear to *l.* In Auchencairn keep to *r.*, then again to *r.* on leaving village. At fork, to *r.*; thence straight on to Palmackie. Here turn *l.*; at fork keep to *r.*, and at Buittle Br., before Dalbeattie, keep to *r.* over the br. Near the Urr Br. at N. end of Dalbeattie, keep to *r.* under rly. Near Corra Castle, keep to *r.* past rly. sta. (on *l.*). Over Nith Br. into Dumfries; along Buccleuch St. and to *r.* in Castle St., past Burns' Monument, down High St. to King's Arms Hotel.

## ROUTE 10. DUMFRIES TO STRANRAER.

Very good road, though hilly in parts, to Newton Stewart. From that town to within 5 m. of Glenluce the road is bad, with grass-grown surface in places. Good level road from thence to Stranraer. There is no inn on the road between Newton Stewart and Glenluce, 15½ m.

| Miles from<br>Stranraer. | Places on the<br>Road.               | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                      |
|--------------------------|--------------------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                      | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                       |
| 76¾                      | Dumfries<br>(High Street.) .....     | ...                     | ...    | Proceed as in Route 8 to Castle Douglas.                                                                                                                                                                                                                              |
| 58¾                      | Castle Douglas.....<br>(Town Clock.) | 18                      | 18     | Pass down King St. with the "clock" on <i>r.</i> Keep straight ahead; at fork keep <i>l.</i> Slightly downhill to Carlingwark Loch, then short ascent. At Lochbank keep to <i>r.</i> at fork; slight fall followed by a rise for ½ m. when road falls again to Br. of |

| Miles from Stranraer. | Places on the Road.                  | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------|--------------------------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                      | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                       |                                      |                 |                  | Dee. At fork keep to <i>r.</i> and at Threave Bridge bear <i>r.</i> , crossing the br.; level for $\frac{1}{2}$ m. At next fork keep to <i>r.</i> up a hill; road rises to br. over the rly., from which it descends somewhat steeply to Ringford.                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 52 $\frac{3}{4}$      | Ringford .....                       | 6               | 24               | Road level to br. over Tarf Water. At fork roads, after passing sta. road end keep to <i>r.</i> and cross the Tarf. Keep straight ahead; at fork incline to <i>l.</i> Surface fair. Ascend a long hill to Twynholm with rather a stiff slope up into village. Out of Twynholm road rises slightly to Barwhinnock Lodge, where it is level for a short distance, but ascends again to cross-roads; undulating to Minto Cottage. Good surface.                                                                                                                                                                                                                                             |
| 47 $\frac{1}{4}$      | Minto Cottage.....<br>↓<br>↓         | 5 $\frac{1}{2}$ | 29 $\frac{1}{2}$ | Road falls to Barharrow, curving rather steeply as it falls. At Barharrow keep to <i>r.</i> ; a sharp curve requiring care; descent of over 100 yds. Rise for $\frac{1}{4}$ m.; then road falls again, steeply at first to the level. Before the main entrance to Cally Park is reached the road falls steeply into Gatehouse. This hill requires care, but is not dangerous. Town Clock on <i>l.</i> and Murray Arms Hotel.                                                                                                                                                                                                                                                             |
| 43 $\frac{3}{4}$      | Gatehouse-of-Fleet<br>(High Street.) | 3 $\frac{1}{2}$ | 33               | Proceed straight along High St.; short descent to Fleet Water, then bear to <i>l.</i> Lumpy for a m. to the Quay side. Road follows the shore; 2 m. out, bends quickly to <i>l.</i> , crosses the Skyre Burn, turns again to <i>l.</i> and ascends a short steep hill. Ascent for 2 m. almost without a break. Stiff rise through a wood beyond Ravenshall and cross the Kirkdale Burn. Sharp curve to <i>l.</i> on to, and off, the br. Downward slope on the whole to Carsluith Castle, and to the burn, $\frac{1}{2}$ m. further. Caution required when passing the quarries: rails laid across the road. Fairly level to Creetown. A low br. is crossed before entering the village. |
| 31 $\frac{3}{4}$      | Creetown .....                       | 12              | 45               | Proceed through village, cross the burn, and ascend a steep hill. Keep straight ahead; descent to the level. Pass under rly. and, $\frac{1}{2}$ m. further, ascent to Blackcraig with rather steep finish. Road again falls to the Lane Burn, and rises up a curved hill, descending into Newton Stewart.                                                                                                                                                                                                                                                                                                                                                                                |
| 25 $\frac{1}{2}$      | Newton Stewart ...<br>(Town Hall.)   | 6 $\frac{1}{4}$ | 51 $\frac{1}{4}$ | Keep to <i>l.</i> , sharp right angle; town not paved. Proceed through town, with Galloway Arms Hotel on <i>r.</i> , along Victoria and Albert Streets. At the Fountain turn sharply to <i>r.</i> and ascend                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

# Route 10. DUMFRIES TO STRANRAER—continued.

| Miles from Stranraer. | Places on the Road.               | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------|-----------------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                   | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| IO                    | Glenluce .....                    | 15½            | 66¼    | Princes St. ; rly. sta. passed on <i>l.</i> A long steep slope upwards, with good surface, for 1½ m. ; then undulating. Surface deteriorates 3 m. out and is very indifferent to Barlae. Cross the Bladenoch Water, and at fork keep to <i>r.</i> Road now becomes grass-grown and is frequently very rutty. Improves after about 2 m., but surface still bad. From Barlae descend into Glenluce ; surface improving. The fall is gradual and finishes in centre of town. Care required on entering town. |
|                       | STRANRAER .....<br>(Court House.) | IO             | 76¼    | Proceed straight through town ; at W. end bear to <i>l.</i> at rly. br. Road level ; good surface. At Whitecrook keep to <i>r.</i> ; road a little lumpy past Dunragit 1¼ m. further. At fork beyond Castle Kennedy keep to <i>l.</i> At Bridge of Aird keep straight on, and enter Stranraer 1¼ m. further. Town badly paved with cobbles. Fair surface. Routes 18 and 40 joined here.                                                                                                                   |

**DUMFRIES TO STRANRAER. Reverse.**—Leave town due E. and pass rly. At fork keep to *r.* and at Castle Kennedy again to *r.* Turn sharply to *r.* over Water of Luce before Glenluce, and at fork near rly. sta. keep to *r.* Avoid all branch by-roads to *r.* and *l.* before Newton Stewart. After passing rly. twice, bear to *l.* into the town. Cross R. Cree by Cree Br., bear to *r.* and again to *r.* at fork. Unmistakable through Creetown to Gatehouse-of-Fleet. Cross Fleet Br., pass through town and turn to *r.* at fork roads. At Barharrow road bends round to *l.* and goes again to *l.* at fork beyond. Cross Br. of Tarf and bear to *l.* At fork, 2¼ m. beyond Ringford, keep to *r.* At Carlingwark Loch turn to *l.* when meeting another road at right angles. From Castle Douglas proceed as in Reverse of Route 8.

## ROUTE 11.

### NEWTON STEWART TO WHITHORN.

Good road to Wigtown. The roads in this part of the country are not of the same quality as those lying to the east of Newton Stewart or west of Glenluce, though they have improved of late years.

| Miles from Whithorn. | Places on the Road.                  | Mileage.       |        | General description of the Road.                                                                   |
|----------------------|--------------------------------------|----------------|--------|----------------------------------------------------------------------------------------------------|
|                      |                                      | Inter-mediate. | Total. |                                                                                                    |
| 21½                  | NEWTON STEWART .....<br>(Town Hall.) | ...            | ...    | From the Cree Br. turn to <i>l.</i> along Victoria St., up Albert St., past the Fountain and along |



Route 11. **NEWTON STEWART TO WHITHORN**—*cont.*

| Miles from<br>Whithorn. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------|------------------------|-------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 15 $\frac{3}{4}$        | Culquhirk .....        | 6                       |                  | Queen St., with Crown Hotel on <i>L.</i> Slight ascent out of the town; at Nether Bar cross rly., and road falls to Causeway End. At Carsegowan keep to <i>L.</i> , and at Culquhirk turn to <i>L.</i> Long steep ascent into Wigtown. [To avoid the unnecessary ascent into Wigtown, those desirous of going to Whithorn direct should keep straight on at Culquhirk, not turning to <i>L.</i> , and proceed over a good undulating road for 2 m. to Bladenoch, where the road out of Wigtown is met.]                                                                                                                                                                                                                                     |
| 14 $\frac{3}{4}$        | Wigtown .....          | 1                       | 7                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                         | (County Buildings.)    |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 13 $\frac{3}{4}$        | Bladenoch .....        | 1                       |                  | Descend from the town past rly. sta. and at the distillery at Bladenoch turn to <i>L.</i> , and take first turn to <i>L.</i> after crossing it; road undulating; surface good. At Newton keep to <i>L.</i> ( <i>r.</i> to Port William). Road narrows and surface degenerates. Up a short hill past Kirkinner, and at Littlehill turn to <i>r.</i> Short ascent and subsequent descent to Sorbie. Pass Sorbie Sta. and enter the village. Keep straight on ( <i>L.</i> to Garlieston). Road undulating, with short hills tending downwards towards Whithorn. Enter village, passing Priory on <i>r.</i> [The road continues through the village to the Isle of Whithorn—now a peninsula—on which there are the ruins of an ancient chapel.] |
| 8 $\frac{3}{4}$         | Sorbie.....            | 5                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3 $\frac{3}{4}$         | Whithorn .....         | 5                       | 18               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                         | ISLE OF WHITHORN ...   | 3 $\frac{3}{4}$         | 21 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**NEWTON STEWART TO WHITHORN.** *Reverse.*—From Whithorn village, keep to *r.* at fork at 1 $\frac{3}{4}$  m. Road easily followed to Bladenoch Br., where turn to *r.* when across. At fork keep to *L.*, thus avoiding the climb into Wigtown. Unmistakable to Newton Stewart.

**ROUTE 12.****NEWTON STEWART TO GARLIESTOWN.**

Good to Wigtown; indifferent to Garlieston.

| Miles from<br>Garlieston. | Places on the<br>Road.              | Mileage.                |        | General description of the Road.   |
|---------------------------|-------------------------------------|-------------------------|--------|------------------------------------|
|                           |                                     | Inter-<br>medi-<br>ate. | Total. |                                    |
| 15 $\frac{1}{4}$          | NEWTON STEWART.....<br>(Town Hall.) | ...                     | ...    | Proceed as in Route 11 to Wigtown. |

## Route 12. NEWTON STEWART TO GARLIESTOWN

—continued.

| Miles from<br>Garliestown | Places on the<br>Road.                         | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------|------------------------------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                                | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 8½                        | Wigtown .....<br>(County Buildings.)           | 7                       | 7      | Leave the town by descent passing rly. sta. on L., and at Bladenoch Distillery turn to L. and cross the br. Take first turn to L. after crossing the river. Road rises past Newton (where keep to L.) to Kirkinner. At ¾ m. out of the village, in the plantation, keep to L. (r. to Sorbie). Road descends; surface lumpy. At Wigtown Lodge, after rly., turn to L. and enter the village.<br>[Whithorn may be reached from Garliestown by retracing the road past Wigtown Lodge and turning to L. Broad road; surface good for 1½ m., then indifferent. At Whithorn Lodge keep to r. at fork, thence direct to Whithorn, 13 m. from Wigtown; or, at Whithorn Lodge keep to L. at fork, and pass ruins of Cruggleton Castle and Kirk on L.] |
| 7½                        | Bladenoch.....                                 | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                           | <b>GARLIESTOWN</b> .....<br>(Railway Station.) | 7½                      | 15½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**NEWTON STEWART TO GARLIESTOWN.** *Reverse.*—From sta. proceed in a westerly direction for a few yds., then, at fork, keep to r., road going N. Pass Kirkinner Village and Sta. (on L.) and join Reverse of Route 2 before Bladenoch Br.

## ROUTE 13. WIGTOWN TO KIRKCOWAN.

A narrow cross-country road, hilly at first, then with more gradual gradients to Kirkcowan. Descent out of Wigtown should be taken carefully.

| Miles from<br>Kirkcowan. | Places on the<br>Road.                      | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------|---------------------------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                             | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 8½                       | <b>WIGTOWN</b> .....<br>(County Buildings.) | ...                     | ...    | Leave from centre of town, westwards, and descend a steep decline, passing the U.P. Manse. At ½ m. out cross the Newton Stewart—Whithorn Road (Route 11) at r. angles; ascent for nearly ½ m., then very undulating towards Spittal. Cross R. Bladenoch, and at Spittal (cross roads) turn to r. Gradual rise followed by a short decline, then re-ascending, easily, towards Kirkcowan. Cross the Tarff Water and turn to L. to the village. Fair surface.<br>(From Kirkcowan roads branch to E. and W., joining Routes 10 and 16.) |
| 2¾                       | ↑<br>Spittal .....<br>↓                     | 5½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                          | <b>KIRKCOWAN</b> .....<br>(Post Office)     | 2¾                      | 8½     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**WIGTOWN TO KIRKCOWAN.** *Reverse.*—Leave by S. end of village; bear to *r.* over  $\frac{1}{2}$  m. out, and cross Tarff Water. At Spittal cross roads turn to *l.*, and cross R. Bladenoch; thence unmistakable to Wigtown.

## ROUTE 14. WIGTOWN TO PORT WILLIAM.

A narrow, undulating road with fair surface on the whole.

| Miles from<br>Pt. William. | Places on the<br>Road.         | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------|--------------------------------|-------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 0 $\frac{3}{4}$            | WIGTOWN .....                  | ...                     | ...              | Proceed as in Route 11 to Bladenoch Distillery.                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9 $\frac{1}{4}$            | Bladenoch Bridge .....         | 1                       | 1                | Cross this br. to <i>l.</i> , then turn <i>r.</i> , at fork keep to <i>l.</i> , and at next fork, $\frac{3}{4}$ m. further, bear again to <i>r.</i> Ascent from the R. Bladenoch, then undulating for $1\frac{1}{2}$ m., followed by a gradual ascent. Very gradual decline to Whauphill (sta. passed on <i>l.</i> ). Fair surface.                                                                                                               |
| 6 $\frac{1}{4}$            | Whauphill Cross<br>Roads ..... | 3 $\frac{1}{2}$         | 4 $\frac{1}{2}$  | Pass straight ahead over the cross-roads ( <i>l.</i> , Route 11); easy decline for about $\frac{1}{2}$ m., then road commences to ascend towards Longcastle, thence descending over the next cross-roads at Airriehassan and for about a $\frac{1}{4}$ m. beyond. Very undulating for 2 m. following; turn quickly to <i>r.</i> on reaching Monreith Park, and again to <i>r.</i> at fork 1 m. further. Downhill into Port William. Fair surface. |
| 3 $\frac{1}{2}$            | Airriehassan .....             | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                            | PORT WILLIAM .....             | 3 $\frac{1}{2}$         | 10 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**WIGTOWN TO PORT WILLIAM.** *Reverse.*—Ascend hill, inland, from the village, keeping well to *r.*; at Monreith Park turn to *l.* and, 1 m. further, again to *l.*, sharply. Pass over cross-roads at Airriehassan and Whauphill, and bear to *l.*  $2\frac{1}{2}$  m. beyond latter point down to R. Bladenoch, which cross, and turn to *r.*, having rly. on *r.*, into Wigtown.

## ROUTE 15. PORT WILLIAM TO GLENLUCE.

Fine level running by the shore of Luce Bay for the most part, but rather hilly before Glenluce; narrow road.

| Miles from<br>Glenluce. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                   |
|-------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                    |
| 3 $\frac{1}{2}$         | PORT WILLIAM .....     | ...                     | ...    | Proceed straight out of the village northwards, keeping to <i>l.</i> , road following the shore. Nearly 6 m. of fine level running; avoid all branch roads to <i>r.</i> Slight rise and fall after crossing the Alt Burn, beyond which a road from |

Route 15. **PORT WILLIAM TO GLENLUCE**—*continued.*

| <i>Miles from<br/>Glenluce.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  |
|---------------------------------|--------------------------------|----------------------------------|------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |
| 4 $\frac{1}{2}$                 | Auchenmalg Bridge ...          | 9 $\frac{1}{2}$                  |                  |
|                                 | <b>GLENLUCE</b> .....          | 4 $\frac{1}{2}$                  | 13 $\frac{1}{2}$ |

*General description of the Road.*

Wigtown joins on *r.* (see note). Fairly level stretch to Auchenmalg Bay, where road bends to *r.*, leaving the shore and crossing a stream at Auchenmalg Br., where keep *l.* Ascent from the shore for over 1 $\frac{1}{2}$  m., then undulating, with descent into Glenluce. Fairly good surface, but with a tendency to be soft in parts.  
(Routes 10, 16, and 17 are joined here.)

**PORT WILLIAM TO GLENLUCE. Reverse.**—Leave southwards at the cross-roads, pass over a small stream and ascend from the village. At 7 $\frac{1}{2}$  m. keep to *r.* by the shore, at fork, road thence following shore to Port William.

**EDITOR'S NOTES.**—(a) At fork beyond a small stream just out of Port William, northwards, a road leaves to *r.* for Wigtown by way of Kirk of Mochrum and High Barness, joining Route 14 at Bladenoch Br. Narrow undulating road with fairly good surface.  
(b) Another road of a like nature leaves to *r.*, just beyond the Alt Burn, leading also to Wigtown, joining the road referred to in note *a* just over a m. W. of High Barness.

**ROUTE 16.****NEWTON STEWART TO PORT PATRICK.**

The direct road. Riders who wish to avoid the bad bit between Whitehill and Kildrochet should go to Stranraer by Route 10, and from thence to Corner House by Route 18.

| <i>Miles from<br/>Pt. Patrick</i> | <i>Places on the<br/>Road.</i>            | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------|-------------------------------------------|----------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   |                                           | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 29 $\frac{3}{4}$                  | <b>NEWTON STEWART</b><br>(Town Hall.) ... | ...                              | ...              | Proceed as in Route 10 to Glenluce.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 14 $\frac{1}{2}$                  | Glenluce .....                            | 15 $\frac{1}{2}$                 | 15 $\frac{1}{2}$ | Leaving the village due westwards cross Water of Luce and turn to <i>l.</i> ( <i>r.</i> , to New Luce, fairly good road). At Whitecrook fork roads bear to <i>l.</i> Road now becomes narrow and hilly. Keep to <i>r.</i> at Whitehill fork ( <i>l.</i> , to Sandhead). The road becomes fairly level, but the surface is bad, even grass-grown in parts, and affords poor cycling. At Kildrochet turn sharply to <i>r.</i> ( <i>l.</i> , to Stoneykirk), and cross the Piltanton Burn. Road improves. At Corner House Post Office turn to <i>l.</i> Easy descending bit of road to Lochans. Surface good from Corner House. |
| 12                                | Whitecrook .....                          | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 10                                | Whitehill .....                           | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7                                 | Kildrochet.....                           | 3                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 6                                 | Corner House<br>(Post Office.) .....      | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5 $\frac{1}{2}$                   | Lochans.....                              | $\frac{1}{2}$                    | 24 $\frac{1}{2}$ | Cross the br. Road ascends a long winding hill,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

Route 16. **NEWTON STEWART TO PORT PATRICK**

—continued.

| Miles from<br>Pt. Patrick. | Places on the<br>Road.                  | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                  |
|----------------------------|-----------------------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                         | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                   |
| 3                          | [Colfin Station.]<br><br>⇓              | 2½                      |        | descends rather quickly for a short distance, and re-ascends. Colfin Sta. passed on L., rly. crossed twice. Road descending towards Port Patrick rather steeply, especially on entering the town. Care required. At fork, during descent, keep to r. Rly. Sta. passed on L. before the town. Fairly good surface. |
|                            | <b>PORT PATRICK</b> .....<br>(Harbour.) | 3                       | 29½    |                                                                                                                                                                                                                                                                                                                   |

**NEWTON STEWART TO PORT PATRICK.** *Reverse.*—Ascend the steep hill out of the town, passing sta. on r. At fork, about 1½ m. out, keep r. Cross rly. twice, and pass Colfin Sta. on r. Again pass rly., and at Corner House beyond Lochans turn sharply to r. At Kildrochet turn quickly to L., and avoid all branch roads to L. to Whitecrook. Thence, as in Reverse of Route 10, to Newton Stewart.

**EDITOR'S NOTES.**—(a) About ½ m. beyond Port Patrick Sta. on reverse route, a narrow, rather hilly road leaves to L. for Stranraer by Leswalt Ch. Good surface on the whole.

(b) On ascending out of Port Patrick, as in reverse route, a road leaves to r. at sta. for Port Logan and Kirkmaiden, joining Route 13 at Ardwell House. This is also a hilly, narrow road, with fairly good surface.

**ROUTE 17. GLENLUCE TO DRUMMORE.**

Narrow road; poor surface at first, then improving. Attractive scenery towards the Mull of Galloway.

| Miles from<br>Drummore. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                      |
|-------------------------|------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                       |
| 18                      | <b>GLENLUCE</b> .....  | ...                     | ...    | Proceed as in Route 16 to Whitehill.                                                                                                                                                                                                                                                  |
| 13½                     | Whitehill .....        | 4½                      | 4½     | At fork here turn to L.; long straight narrow road over sandy soil. Surface poor to junction with Route 18 (on r.), where Sand Mill Burn is crossed. At branch roads ½ m. further keep to L. into Sandhead. Surface rough on the whole, but improves somewhat after joining Route 18. |
| 9½                      | Sandhead .....         | 4½                      | 8½     | Proceed southwards to Drummore as in Route 18.                                                                                                                                                                                                                                        |
|                         | <b>DRUMMORE</b> .....  | 9½                      | 18     |                                                                                                                                                                                                                                                                                       |

**GLENLUCE TO DRUMMORE** *Reverse.*—As in Reverse of Route 18 to Sandhead. At fork at br. over Sand Mill Burn keep to r. and turn to r. at Whitehill, thence by Reverse of Route 16 to Glenluce.



# ROUTE 18. STRANRAER TO DRUMMORE.

Surface apt to be rough or uneven in parts, but very fair on the whole ; gradients easy and long stretches of level running obtained by the shore.

| <i>Miles from<br/>Drummore.</i> | <i>Places on the<br/>Road.</i>       | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------|--------------------------------------|----------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                      | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 17 $\frac{1}{4}$                | STRANRAER .....<br>(George Hotel.)   |                                  |                  | From the George Hotel (site of the old cross from which the m.s.'s are supposed to be reckoned) proceed by Church St. Easy ascending bit of road ; pass under rly. and turn <i>r.</i> ; telegraph wires to Sandhead. Fairly level to Corner House Post Office where keep to <i>L.</i> ( <i>r.</i> , Route 16) and undulating to Kildrochet where keep <i>r.</i> ( <i>L.</i> , Route 16). Undulating for a m., followed by a longer rise and fall and ascending towards Stoneykirk. Surface uneven at first, then fair. |
| 15                              | Corner House .....<br>(Post Office). | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 11 $\frac{3}{4}$                | Stoneykirk .....                     | 3 $\frac{1}{4}$                  | 5 $\frac{1}{2}$  | Keep to <i>L.</i> at fork ; road ascends then falls to level and joins Route 17 (on <i>L.</i> ) ; bear to <i>r.</i> and cross a small stone br. ; keep again to <i>L.</i> at fork and enter Sandhead ; level into the village. Fair surface.                                                                                                                                                                                                                                                                           |
| 9 $\frac{1}{2}$                 | Sandhead .....                       | 2 $\frac{1}{4}$                  | 7 $\frac{3}{4}$  | Pass through village and turn to <i>r.</i> after a short ascent, to Balgreggan South Gate. Turn <i>L.</i> , with winding ascent for 1 m. ; then bend to <i>L.</i> , downwards to shore of Luce Bay—care required. Level to Ardwell. Fair surface on the whole.                                                                                                                                                                                                                                                         |
| 6 $\frac{1}{2}$                 | Ardwell .....                        | 3                                | 10 $\frac{3}{4}$ | Road turns inland, to <i>r.</i> ; rising for $\frac{1}{2}$ m., then bends to <i>L.</i> ; surface improving. At fork keep again to <i>L.</i> ( <i>r.</i> , to Port Logan), slight rise, then level ; at about a m. further road descends to shore again and follows the coast to Drummore ; slightly undulating. Surface uneven in parts, but fair as a whole.                                                                                                                                                          |
|                                 | DRUMMORE .....                       | 6 $\frac{1}{2}$                  | 17 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**STRANRAER TO DRUMMORE, Reverse.**—Follow coast to beyond Terally Bay then upwards, to *L.*, at fork. When joining the Port Logan Road (on *L.*) turn *r.* Shore regained near Ardwell and followed to Sandhead. At fork after crossing Sand Mill Burn turn *L.* and at Kildrochet (where Route 16 is joined on *r.*) keep *L.* At Corner House keep to *r.* ; and about a m. further pass under rly. and turn *r.* Keep to *L.* at fork before Stranraer.

**EDITOR'S NOTE.**—To reach Mull of Galloway lighthouse, proceed direct inland from Drummore and on joining a road from Kirkmaiden turn to *L.* Thence an undulating road to the Mull. Fine seascapes.

# ROUTE 19. DUMFRIES TO DALBEATTIE.

(Via coast road.)

ood road, but hilly, to Kirkbean and Southwick Houses. From Southwick House to Sandyhills very stiff rises and falls, with loose surface, improving by Barnbarroch into Dalbeattie.

| Miles from Dalbeattie. | Places on the Road.                    | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------|----------------------------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                        | intermediate.   | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 06                     | Dumfries .....<br>(High Street.)       | ...             | ...              | Proceed up High St., keeping <i>l.</i> at Burns' Monument, along Castle St., to <i>l.</i> along Buccleuch St., past G.P.O. Cross br., and ascend Galloway St. and Laurieknowe, at head of which at sign post turn to <i>l.</i> , $\frac{1}{2}$ m. out. Slightly down hill, then level to Nethertown. Road turns sharply to <i>r.</i> , and falls to Cargen Br., after crossing which turn uphill to <i>l.</i> Steep ascent for $\frac{1}{4}$ m., then fall to Mabie Lodge. Here turn sharply to <i>l.</i> Ascend to Gillfoot Farm, beyond which road becomes steeper. At fork keep to <i>r.</i> , road ascending an almost unrideable hill. There is a break in the ascent for 100 yds., then further rise past the school house. Top of hill a short distance beyond the school. Road descends for a m. At foot keep to <i>r.</i> Undulating to New Abbey. Ascent into the village. Keep to <i>l.</i> Good surface. |
| 21 $\frac{3}{4}$       | Gillfoot Farm .....<br><br>↑<br>茶      | 4 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 8 $\frac{3}{4}$        | New Abbey .....<br>(Sweetheart Abbey.) | 3               | 7 $\frac{1}{4}$  | At S. end of the village stands the ruin of Sweetheart Abbey, close to road side. Continuing past the Abbey, road at first level, then undulating to Kirkbean, with the hill of Criffel on the <i>r.</i> Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4                      | Kirkbean .....<br><br>↑<br>茶           | 4 $\frac{3}{4}$ | 12               | Keep straight ahead ( <i>l.</i> to Carsethorn, 1 m.), ascending out of Kirkbean, then an undulating decline to the Southwick Water, with Southwick House on <i>r.</i> Steep ascent from the br., followed by a series of steep rises and falls, with loose, rough surface, to Sandyhills Bay. The descent to the shore requires care. Surface improves.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 0 $\frac{1}{4}$        | Southwick House .....<br>茶             | 3 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7 $\frac{3}{4}$        | Sandyhills .....<br>茶                  | 2 $\frac{1}{2}$ | 18 $\frac{1}{4}$ | Ascent from the bay, then undulating to Lochend, where turn sharply to <i>r.</i> (ahead, to Colvend Church and Rockcliffe). Descent to Colvend Manse, then re-ascending for $\frac{1}{2}$ m., then falling to Barnbarroch. Fair surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 $\frac{1}{2}$        | Lochend .....<br>茶                     | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3 $\frac{1}{2}$        | Barnbarroch .....<br>茶                 | 2 $\frac{1}{4}$ | 22 $\frac{1}{2}$ | Rather steep descent through woods. Generally soft and greasy riding. Easy undulating road into Dalbeattie. Fair surface. (See note.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                        | DALBEATTIE .....<br>(Town Hall.)       | 3 $\frac{1}{2}$ | 26               | (Route 9 is joined here.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**DUMFRIES TO DALBEATTIE.** *Reverse.*—Leave southwards from Town Hall. Bear to *L.* at Lochend. Cross Southwick Water beyond Sandyhills Bay. At Sweetheart Abbey bear to *L.*, then turn *r.* and cross the br., keeping to *r.* when over. Just beyond Gillfoot Farm turn to *r.*, and again sharply to *r.* before Cargen Br., which cross and keep to *L.* On joining Route 9 turn *r.* towards Dumfries.

**EDITOR'S NOTE.**—A very tortuous road connects Dalbeattie with Castle Douglas. Join Route 6 at N. end of Dalbeattie, and proceed to Buittle Br. Here turn *r.*, and bend round to *L.* over  $\frac{1}{2}$  m. further. Pass over cross roads beyond the Manse, road bending to *r.*, then to *L.* At fork keep to *r.*, and on joining Route 8 near the rly. sta. turn to *L.* into Castle Douglas. A very undulating road, with some stiff rises. When going from Castle Douglas to Dalbeattie by this road care must be taken on descending to Buittle Br. Fair surface on the whole, though loose and rough in parts.

## ROUTE 20. DUMFRIES TO GLASGOW.

A magnificent main road, with excellent surface and easy gradients, between Dumfries and Kirkcubright and after Kilmarnock. Fine scenery up the Nith Valley and moorland views before New Cumnock. From Fenwick to the outskirts of Glasgow the road is one of the finest in Scotland, and is also a favourite one with local riders. For loop road from Dumfries to Sanquhar via Penpont, see note below.

| Miles from Glasgow. | Places on the Road.              | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------|----------------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                  | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 79 $\frac{3}{4}$    | Dumfries .....<br>(High Street.) | ...             | ...              | Proceed up High St., and at Burns's Monument keep to <i>L.</i> , continuing by Castle St. and Buccleuch St.; cross the R. Nith and turn (second on <i>r.</i> ) up Glasgow St. Cross the Cluden Water, 2 $\frac{1}{2}$ m. out. Gradual rise from Dumfries for nearly 2 m., then slightly downhill. Keep to <i>r.</i> just over the br; undulating by Holywood (on <i>r.</i> ) and ascending to next fork, where keep to <i>r.</i> , and at branch roads near Friar's Carse keep again to <i>r.</i> ; undulating road. Fairly level to Auldgirth Bridge with R. Nith on <i>r.</i> Turn to <i>r.</i> , cross the br., then sharp <i>L.</i> when over, passing Auldgirth Sta. on <i>r.</i> Road runs beside the river for about 1 $\frac{1}{2}$ m., then turns <i>r.</i> , with rly. running on <i>r.</i> ; easy ascent to Closeburn Sta., followed by gradual decline to Cample Bridge, then ascending towards Thornhill. Excellent surface. |
| 72                  | Auldgirth Bridge .....           | 7 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 67 $\frac{3}{4}$    | Closeburn Station .....          | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 65 $\frac{1}{4}$    | Thornhill .....<br>(Cross.)      | 2 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | From the Cross the road falls slightly (Route 22 leaves to <i>L.</i> ); keep straight ahead at N. end of village, and to <i>L.</i> at finger post about $\frac{1}{2}$ m. further. Descent into Carronbridge; care required. Bear to <i>L.</i> into the village. The policies of Drumlanrig Castle passed on <i>r.</i> , road ascending for 1 $\frac{1}{2}$ m. The river is rejoined and road passes through Drumlanrig Woods. Fine, undulating run to Enterkinfoot. Splendid surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 63 $\frac{1}{2}$    | Carronbridge .....<br>↑          | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 59 $\frac{1}{2}$    | Enterkinfoot.....                | 4               | 20 $\frac{1}{2}$ | Ascent for over 1 $\frac{1}{4}$ m., with river on <i>L.</i> and rly. on <i>r.</i> , then undulating. Route 30 leaves on <i>r.</i> before                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Miles from Glasgow. | Places on the Road.                  | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------|--------------------------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                      | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5 $\frac{1}{4}$     | Menock .....                         | 4 $\frac{1}{4}$ |                  | Menock. At Menock road dips suddenly for about 100 yds., with curve to <i>r.</i> , then ascends and is again undulating into Sanquhar. Excellent surface.                                                                                                                                                                                                                                                                                                                                                                    |
| 3 $\frac{1}{4}$     | Sanquhar .....                       | 2               | 26 $\frac{1}{2}$ | At fork in the village keep to <i>L.</i> ; slight descent to Crawick Water, then ascending towards Kirkconnel, still between river and rly.; dip, for 100 yds., near a coal pit, and rise into Kirkconnel. Splendid surface.                                                                                                                                                                                                                                                                                                 |
| 9 $\frac{1}{2}$     | Kirkconnel .....                     | 3 $\frac{1}{2}$ | 30               | Level for $\frac{1}{2}$ m., then ascending, somewhat stiffly, over R. Nith to Rig. For 2 $\frac{1}{2}$ m. there is a succession of somewhat tantalising rises and falls; then the road ascends a long hill, and subsequently descends in a further series of sharp undulations, and this character is maintained to Afton-Bridgend, where, after crossing Afton Water, turn to <i>r.</i> into New Cumnock. On the moorland, from Kirkconnel, the surface is poor, becoming loose and rough, but improving into New Cumnock.  |
| 1 $\frac{3}{4}$     | New Cumnock.....<br>(Parish Church.) | 8               | 38               | Proceeding northwards, pass rly. sta. and turn to <i>L.</i> at Pathhead; undulating rise for over 1 $\frac{1}{2}$ m., followed by a dip, a short re-ascent and a long descent of 2 $\frac{1}{2}$ m. into Cumnock, passing rly. sta. on <i>L.</i> ; during the descent care required. Fairly good surface.                                                                                                                                                                                                                    |
| 6 $\frac{1}{2}$     | Cumnock .....                        | 5 $\frac{1}{4}$ | 43 $\frac{1}{4}$ | Pass through the village, bear to <i>L.</i> , cross the Lugar Water and ascend towards Auchinleck, avoiding branch roads at S. end of the village.                                                                                                                                                                                                                                                                                                                                                                           |
| 4 $\frac{3}{4}$     | Auchinleck .....                     | 1 $\frac{3}{4}$ |                  | Ascent through Auchinleck keeping to <i>L.</i> at branch roads. Road dips, then re-descends to a small br.; is fairly level for a short distance, then again rises, and falls, steeply, to Howford Bridge; keep to <i>L.</i> on the descent. Sharp winding ascent from the br., then easier rise into Mauchline. Good surface. (Route 51 crossed here.)                                                                                                                                                                      |
| 1 $\frac{1}{2}$     | Howford Bridge .....                 | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 9 $\frac{3}{4}$     | Mauchline.....                       | 1 $\frac{3}{4}$ | 50               | Road still on the ascent out of the village; keep to <i>r.</i> at fork ( <i>L.</i> to Tarbolton) and over $\frac{1}{2}$ m. further road descends, quickly at first, then easier over the cross-roads, beyond which the descent again becomes rapid for a short distance, then falls more gradually to the Cessnock Water, before reaching which there is an awkward bend, near the rly., which should be carefully ridden. Undulating descent, over cross-roads, into Hurlford, where Route 59 is joined. Very good surface. |

Route 20. **DUMFRIES TO GLASGOW**—*continued.*

| <i>Miles from Glasgow.</i> | <i>Places on the Road.</i>           | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                            |
|----------------------------|--------------------------------------|-----------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                      | <i>Intermedi-ate.</i> | <i>Total</i>     |                                                                                                                                                                                                                                                                                                                                                                    |
| 23                         | Hurlford .....                       | 6 $\frac{3}{4}$       | 56 $\frac{3}{4}$ | Keep straight on, crossing the R. Irvine, from which the road ascends; pass the rly., gradual fall towards Kilmarnock. Enter the town by London Rd. and Duke St. Good surface; latter part lumpy, and rough paving in the town. (Routes 55, 57, 58, 59, 60, and 61 joined here.)                                                                                   |
| 21                         | Kilmarnock ...<br>(Cross.)           | 2                     | 58 $\frac{3}{4}$ | Proceeding northwards from the Cross, along Portland St., pass the rly. br., and ascend Wellington St. and Dean St. Road continues to ascend; keep to <i>r.</i> at Beansburn ( <i>L.</i> to Route 60). Avoid all branch roads; gentle, well-graded rise to Fenwick. Excellent, smooth surface.                                                                     |
| 16 $\frac{3}{4}$           | Fenwick.....<br>(King's Arms Hotel.) | 4 $\frac{1}{4}$       | 63               | The road is still rising, out of the village, and the long gradual ascent is continued for 4 m.; keep to <i>L.</i> where roads join, along what is known as the New Glasgow Road, at 3 m. from Fenwick.                                                                                                                                                            |
| 12 $\frac{1}{2}$           | Summit.....                          | 4 $\frac{1}{4}$       |                  | The road rises to over 700 ft. at the summit, where the splendid downhill run towards Glasgow commences. At fork, 2 m. beyond the summit, keep to <i>L.</i> ; descent for over a m., followed by a short easy rise, then the descent is resumed into Newton Mearns. Splendid surface.                                                                              |
| 7                          | Newton Mearns .....                  | 5 $\frac{1}{2}$       | 72 $\frac{1}{4}$ | Road still descending, past the cross-roads (Route 75), and towards Giffnock Sta. (on <i>r.</i> ). Fairly level for $\frac{1}{2}$ m., then re-descending, with one or two undulations, to the White Cart Water; then fairly level into Shawlands, where Route 60 is joined on <i>L.</i> , and Crossmyloof passed through.                                          |
| 2 $\frac{1}{4}$            | Shawlands .....                      | 4 $\frac{3}{4}$       |                  | Tramlines met in Shawlands. Enter Glasgow by Pollokshaws Rd. and follow the tramlines along Eglinton St. and Bridge St. to Glasgow Br., which cross; proceed up Jamaica St., turn to <i>r.</i> along Argyle St., and go up Queen St. (third on <i>L.</i> ) to Royal Exchange (on <i>L.</i> ). Surface bumpy on approaching Glasgow; rough stone setts in the city. |
|                            | <b>GLASGOW</b> .....                 | 2 $\frac{1}{4}$       | 79 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                    |
|                            | (Royal Exchange.)                    |                       |                  |                                                                                                                                                                                                                                                                                                                                                                    |

**DUMFRIES TO GLASGOW. Reverse.**—From Royal Exchange proceed down Queen St., turn to *r.* along Argyle St. (tram lines), then to *L.* down Jamaica St. Cross Glasgow Br., and continue by Bridge St. and Eglinton St., and nearly a m. beyond Glasgow Br. bear to *r.*, following one set of tram lines along Pollokshaws Rd. to Crossmyloof and Shawlands. At fork before latter place bear to *L.*, still following tram lines, but leave them when they bend to *r.*, and keep straight on, crossing the



White Cart Water and passing under a rly. br. Keep to *r.* at fork about 2 m. before Fenwick. Pass straight through that village, and keep first to *r.*, then to *l.* at forks beyond. At the Cross in Kilmarnock turn sharply to *l.* by Duke St. and London Rd., keeping well to *r.* on leaving. Pass straight on over the cross roads at Hurford and at Mauchline, then keep to *r.* at fork. Bend to *l.* before Cumnock, cross a stream, and turn *r.*, keeping to *l.* at fork in the village, proceeding straight out, ascending, and passing rly. sta. on *r.* Keep to *l.* at fork, then straight on. At Pathhead turn sharply to *r.*, passing rly. sta. into New Cumnock, leaving which village turn sharp *l.* at Afton Bridgend and cross Afton Water. Beyond Sanquhar keep *l.* (with rly. on *l.*), and keep well to *l.* to Enterkinfoot and Carronbridge, and before Thornhill. At Auldgirth Br. turn to *r.*, cross the river, then turn *l.* At fork,  $2\frac{1}{2}$  m. further, keep to *r.*, and avoid a road to *r.* just beyond. At New Br. turn *l.*, and again to *l.* on entering Dumfries, crossing the R. Nith, then by Buccleuch St., Castle St., and Burns's Monument to High St.

EDITOR'S NOTE.—A by-road runs almost parallel, to the W. of Route 20, between Friar's Carse and Sanquhar, crossing Route 22 at Penpont. At branch roads at Friar's Carse,  $\frac{5}{8}$  m. out, turn to *l.* then keep to *r.* at next fork, and ascend, steeply in one part, to Glenhead. Winding descent to Cleuch, then very undulating to Penpont. Here turn *r.* and then *l.*, crossing Route 22. Steep climb for 2 m., then descending for 2 m., again ascending, more gradually (keeping to *l.* at fork, *r.* to Drumlanrig Woods) to Kirkealdy, followed by a quick descent to R. Nith, beyond which Route 20 is rejoined. This loop road is hilly and rough in parts, but the scenery is very attractive. Penpont 15 m., Sanquhar  $27\frac{1}{2}$  m.

## ROUTE 21. DUMFRIES TO AYR.

(Via Dalmellington.)

The bad bit of road between Moniave and Carsphairn is included in this route as affording the most direct communication between the two places. It is, however, not a pleasant bit to cycle as far as surface and gradients go; but it is short, and the scenery is very rugged and wild, with an interest all its own. This portion may, however, be avoided between Dumfries and Ayr by going on to Cumnock by Route 20, and thence to Ayr by Route 50; or, by going from Moniave to Dalry by Route 22, and thence to Carsphairn by Route 23. Both these alternative routes have good surface.

| Miles from Ayr.  | Places on the Road.            | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------|--------------------------------|-----------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 59 $\frac{1}{2}$ | Dumfries .....                 | ...             | ...             | Proceed as in Route 20 to the fork roads near Friar's Carse (or by an alternative route to Dunscore—see note.)                                                                                                                                                                                                                                                                                                                          |
| 52 $\frac{3}{4}$ | Friar's Carse Fork Roads ..... | 6 $\frac{1}{4}$ | 6 $\frac{1}{4}$ | Here turn <i>l.</i> , ascending gradually, and keep again to <i>l.</i> at next fork ( <i>r.</i> , to Penpont, see note to Route 20); road continues to ascend, with intermediate undulations, to Dunscore. Keep to <i>r.</i> at fork before the village, and pass straight through. Very fair surface.                                                                                                                                  |
| 49               | Dunscore .....                 | 3 $\frac{3}{4}$ | 10              | Steep descent from the village, to be carefully ridden, not so much for the hill itself, but because of the village children, who make it their play-ground as a rule. Long undulating rise, ascending through a wood and falling at the wood end. Easy ascent past Crossford School and undulating by the historic Maxwellton House (on <i>r.</i> ); Glencairn Ch. passed on <i>r.</i> ; fairly level into Moniave. Very fair surface. |

## Route 21.

## DUMFRIES TO AYR—continued.

| Miles from<br>Ayr. | Places on the<br>Road.                       | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------|----------------------------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                              | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 41 $\frac{1}{2}$   | Moniave .....<br>( <i>Pron. Minny-ave.</i> ) | 7 $\frac{1}{2}$         | 17 $\frac{1}{2}$ | Turn to <i>L.</i> into centre of village on meeting Route 22 at right angles, and keep to <i>r.</i> near the Cross and the Craigdarroch Arms ( <i>L.</i> , Route 22). Good road to Craigdarroch with a few slight hills but the surface soon degenerates and becomes loose, rough, stony. This is considered a very bad bit of road, as far as Carsphairn, but at this point it is absolutely unrideable—being a typical unused Scotch moorland road. The hills become steep after 4 m., requiring considerable power if they are to be ridden up. This for 1 m., then it becomes more or less downhill to Knowehead, with a rise to Carsphairn. Route 23 comes in on <i>L.</i> , before Carsphairn, after which point the surface improves somewhat.                                                                                                                                                                                                                                          |
| 25 $\frac{1}{2}$   | Carsphairn .....                             | 16                      | 33 $\frac{1}{2}$ | Gradual rise to the br. over the Water of Deugh which cross, keeping straight on up the hill ahead. The road, from this point, again rises over the open moors in a long, very undulating ascent. Near the summit Loch Muck is passed on <i>L.</i> , and the downgrade begins about $\frac{1}{2}$ m. further, the road winding down the valley of the Muck Water. The last m. should be carefully ridden as the road descends into the village of Dalmellington. Surface apt to be loose and rough in parts; a bare exposed road, but affording very fair riding on the whole, as moorland roads go. Keep well to <i>r.</i> before the village of Dalmellington. (Roads to <i>r.</i> and <i>L.</i> , see note.)                                                                                                                                                                                                                                                                                |
| 15 $\frac{1}{2}$   | Dalmellington .....                          | 10                      | 43 $\frac{1}{2}$ | Pass straight through village, rly. running on <i>r.</i> down the Doon valley. Very good bit of road running to Waterside Sta. and to Patna Station. Bridgend, sta. on <i>r.</i> Here keep straight on ( <i>L.</i> over the br., a road leads to Patna and eventually joins Route 44). Slight ascent, cross rly., then descending, easily. Keep to <i>L.</i> at fork ( <i>r.</i> , by road by Littlemill joining Route 50). Winding descent to a small br., with stiff rise on other side, then undulating to Hollybush Sta. Here rly. is passed, the road again descends, quickly in parts; keep to <i>r.</i> at fork. After crossing small br. turn to <i>L.</i> , then to <i>r.</i> , crossing Route 49, stiffish ascent. Undulating to head of Whitehill Brae. This is a steep descent and must be carefully ridden. Road very undulating, and still descending, towards Ayr. After passing rly. sta. on <i>r.</i> , proceed straight on into High St., to Town Hall at corner of Sandgate |
| 12                 | Waterside Station .....                      | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 10                 | Patna Station .....                          | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 $\frac{1}{4}$    | Hollybush Station .....                      | 3 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



## Route 21.

## DUMFRIES TO AYR—continued.

| Miles from<br>Ayr. | Places on the<br>Road. | Mileage.                |                | General description of the Road.                                                                                                                                |
|--------------------|------------------------|-------------------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                        | Inter-<br>medi-<br>ate. | Total.         |                                                                                                                                                                 |
| Ayr .....          | (Town Hall.)           | 6½                      | 59<br>22<br>76 | St. and High St. A few of the thoroughfares in Ayr are not noted for their good paving.<br>(Routes 23, 40, 43, 44, 50, 51, 53, 54, 55, and 56 are joined here). |

**DUMFRIES TO AYR. Reverse.**—Leaving Town Hall proceed by High St., in which bend to *r.*, and keep to *l.* at fork streets to rly. sta. Here, at fork, keep to *r.*, crossing the Coynton Rd. About a m. further road bends first to *r.*, then to *l.*, subsequently ascending the Whitehill Brae. On meeting Route 49 turn sharp *l.*, then, a short distance further, sharp *r.* Cross rly. near Patna Sta., and keep straight on with rly. on *l.* Avoid a road leading to *l.* out of Dalmellington, but cross the Parrie Burn and ascend to the moorlands. Keep to *l.* at branch roads beyond Carsphairn. At next fork keep *l.*, and at about 1½ m. further to *r.*, crossing Water of Ken. On entering Moniave keep to *l.*, cross a small stream in the village, then turn sharp *r.*, passing a ch. on *r.* beyond. Keep to *r.* at fork at Kirkland. Keep to *l.* in passing through Dunscore, and again to *l.* at fork. Join Route 20 near Friar's Carse, then as in Reverse of that route into Dumfries.

**EDITOR'S NOTES.**—(a) Dunscore may also be reached via Corsefield. This is a hilly road, but a little more direct than that detailed above. Follow forward description of Route 21 to New Br.; when over the br., turn sharp *l.*, passing the "Twelve Apostles" on *r.* Steep ascent from the br.; about ½ m. further, road dips, steeply. Keep to *r.* at fork (*l.* to Dunscore, up the Cairn Water—a poor road). Steady ascent for 1 m., then a stiffer uphill pull for 2½ m., dipping to Lagganlees. Beyond this, a steep dangerous hill, with two curves, first to *l.*, then to *r.*, to be carefully ridden. Re-join Route 21 at branch roads. Good surface on the whole. Distance, 9 m.

(b) Roads to *r.* and *l.* at Dalmellington. The road eastwards, to *r.*, is a very hilly one, leading to New Cumnock (10 m.), and joining Route 20 at Afton-Bridgend. At fork beyond Macnaught keep to *r.* (*l.* to Cumnock—also hilly, but fairly good surface), and at Afton-Bridgend turn sharp *l.* Surface fair on the whole, but poor in parts. The road westwards, to *l.*, leads over the hills and joins Route 44 at Straiton. Fairly level for a m., R. Doon crossed, then a long ascent of 1 in 1½ followed by about 2½ m. of undulating road, and a rapid descent into Straiton—dangerous. The distance is 6½ m. Rough surface.

## ROUTE 22.

## THORNHILL TO NEW GALLOWAY.

Good to Moniave—used as a coach road, then poor surface in parts over the moors. The descent towards the Spalding Arms to be carefully ridden—especially at Bogue Farm.

| Miles from<br>N. Galloway. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                      |
|----------------------------|------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                       |
| 3                          | THORNHILL .....        | ...                     | ...    | Proceed westwards from centre of village down a very steep hill to the Nith Br. [or, proceed up through village and, near N. end, turn to <i>l.</i> down a winding hill towards Nith Br., which cross |

## Route 22. THORNHILL TO NEW GALLOWAY—continued

| Miles from<br>N. Galloway. | Places on the<br>Road.  | Mileage.                |                 |
|----------------------------|-------------------------|-------------------------|-----------------|
|                            |                         | Inter-<br>medi-<br>ate. | Total.          |
| 22                         | Burnhead .....          | 1                       |                 |
| 20 $\frac{1}{2}$           | Penpont .....           | 1 $\frac{1}{2}$         |                 |
| 17                         | Kirkland .....          | 3 $\frac{3}{4}$         |                 |
| 14 $\frac{1}{2}$           | Moniave .....           | 2 $\frac{1}{2}$         | 8 $\frac{1}{2}$ |
| 7                          | The Summit .....        | 7 $\frac{1}{2}$         |                 |
| 4 $\frac{1}{2}$            | Gordonston Mill .....   | 2 $\frac{3}{4}$         |                 |
| 3 $\frac{1}{2}$            | Bogue Farm .....        | 3 $\frac{1}{4}$         |                 |
| 1 $\frac{1}{2}$            | The Spalding Arms ..... | 2                       |                 |
|                            | NEW GALLOWAY .....      | 1 $\frac{1}{2}$         | 23              |

## General description of the Road.

to r.]. Undulating road by Burnhead to Penpont (road crossed here at right angles—see note to Route 20). Pass straight through the village and cross the Scar Water. At fork,  $\frac{3}{4}$  m. further, keep to L., road gradually ascending. Cross the Shinnel Water and proceed up a steepish ascent, of about 1 in 20, for a m., then keep to r. at fork as descending towards Kirkland. Route 21 joined on L.; Glencairn Ch. passed on r.; undulating into Moniave. Turn to L. when in the village. Good surface. Leave the village, passing the Craigdarroch Arms on L., turn sharp round to L., round the side of this hotel, and proceed up a slight hill, past the Union Bank (on L.). Gradual undulating rise for about 4 m. to a small br., then ascent becomes steeper, and the road rises over the bleak moorland in a succession of short ascents for nearly 4 m. to the summit, with an undulating descent towards Gordonston Mill. Fairly level before the mill. Turn sharply to L. (and join road on r. from Lochinvar), cross Lochinvar Burn; short steep ascent, followed by a long downhill run, with sharp fall at Bogue Farm—dangerous. This descent should be walked down or ridden only with a very powerful brake. At d.p. turn to L. down another steep slope (r. direct road to Dalry). Where roads divide, near the manse, keep to r., road still descending. Cross Route 23 at right angle at the Spalding Arms; downhill to br. over Water of Ken, then ascending. Keep to L. at fork, up into New Galloway. Surface from Moniave good for first 3 m., indifferent for 1 m., then rough to near New Galloway. (Routes 24 and 27 joined here.)

**THORNHILL TO NEW GALLOWAY. Reverse.**—Leaving New Galloway keep to r. down to Water of Ken, which cross and ascend to cross-roads at the Spalding Arms, beyond which keep to L. near the manse. At d.p., on meeting another road at right-angles turn sharply to r. Avoid a road to L. just beyond Gordonston Mill; unmistakable to Moniave. Passing the Craigdarroch Arms on r. bear round to r. into the village in which cross a br. and take road leaving to r. Beyond Glencairn Ch. (on L.), a fork keep to L., cross the Shinnel Water and the Scar Water and pass straight through Penpont, crossing Nith Br. before Thornhill and ascending a steep hill into the village.

# ROUTE 23. CASTLE DOUGLAS TO AYR.

good, undulating road towards Dalry, passing through some very fine scenery by the R. Dee. The climb over the open moors towards Carsphairn is somewhat dreary, but the wild surroundings are typical of Galloway moorland.

|                 | Places on the Road.                 | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------|-------------------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 |                                     | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1               | CASTLE DOUGLAS<br>(Town Clock.)     | ...                     | ...              | Between the Douglas Arms and Town Clock turn to <i>r.</i> , passing Town Hall on <i>r.</i> Bear to <i>r.</i> then to <i>l.</i> up a hill past the R. C. Chapel, over the rly. Downhill for $\frac{1}{4}$ m., then undulating, rly. running on <i>r.</i> Pass over the cross-roads at Greenlaw ( <i>l.</i> , see note below), rise to br. over rly., with gradual fall to Crossmichael. Good surface.                                                                                                             |
| 7 $\frac{1}{4}$ | Crossmichael                        | 3 $\frac{3}{4}$         | 3 $\frac{3}{4}$  | Road rises out of the village, then falls, and is fairly level for a short distance, then undulating; rly. on <i>l.</i> Ascent towards Parton Ch., followed by short steep fall; sta. passed on <i>l.</i> Good surface.                                                                                                                                                                                                                                                                                          |
| 4               | Parton                              | 3 $\frac{1}{4}$         | 7                | Very undulating road for over 3 m., then gradual ascent from Shirmer's Br., with Loch Ken on <i>l.</i> This is followed by a fairly level stretch for about $1\frac{1}{2}$ m., road then falling gradually by Highpark to the cross-roads at the Spalding Arms. Here Routes 22 and 24 are crossed. Very easy bit of road for $1\frac{1}{2}$ m., with gradual rise towards Dalry. Good surface.                                                                                                                   |
| 7 $\frac{1}{2}$ | The Spalding Arms                   | 6 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5               | St. John's Town of Dalry            | 2 $\frac{1}{2}$         | 16               | Passing the Lochinvar Hotel and a ch., take first turn to <i>l.</i> , ascending. Road dips to Water of Ken, which cross and join a by-road on <i>l.</i> , from New Galloway by Glenlee. Very undulating ascent up the valley of the Ken, steep in the 4th m., followed by a slight decline, then again ascending a long continuous hill to the summit. Descent to a br. over the Water of Deugh, where turn to <i>l.</i> into Carsphairn. Fair for some distance up the valley from Dalry, then rough and stony. |
| 5 $\frac{1}{2}$ | Carsphairn<br><i>Join Route 21.</i> | 9 $\frac{1}{2}$         | 25 $\frac{1}{2}$ | Proceed to Ayr as in Route 21.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                 | Ayr<br>(Town Hall.)                 | 25 $\frac{1}{2}$        | 51               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**CASTLE DOUGLAS TO AYR. Reverse.**—By Reverse of Route 21 to Carsphairn. At  $\frac{1}{2}$  m. beyond that village turn to *r.* over the Water of Deugh, and, beyond the summit, descend the Ken Valley towards Dalry. Bear to *l.* after crossing Pulharrow Burn, and again to *l.* over the Water of Ken, where roads branch before Dalry. Keep to *r.* when across the br. Proceed straight on through the western portion of Dalry, leaving the Water of Ken on *r.*, to the Spalding Arms. Keep straight on



at the cross roads here. Rly. joined on *r.* before Parton Sta., and crossed after Crossmichael. Rly. then on *l.* to near Castle Douglas.

EDITOR'S NOTE.—Road to *l.* at Greenlaw leads to Gatehouse-of-Fleet over the moors by Lochenbreck. After crossing R. Dee keep to *r.*, ascending, and keep again to *r.* at fork. Very undulating to Laurieston, where Route 27 is crossed. In  $\frac{1}{2}$  m. the long tedious ascent to Lochenbreck and the summit begins. Summit,  $9\frac{3}{4}$  m. from Castle Douglas. The road now rapidly degenerates, becomes loose, rough, grass-grown. It descends a long steep hill, the gradient of which is at time 1 in 15 and 16, and never less steep than 1 in 24. Towards the foot it is especially dangerous to ride down. Gatehouse-of-Fleet about 16 m. by this road.

## ROUTE 24.

### DUMFRIES TO NEWTON STEWART.

(Via Old Military Road.)

The portion of this route between New Galloway and Newton Stewart is a bad road—loose and rough. It is, however, the direct connection between those two places, and the wild, rugged scenery is very fine. Riders, however, usually prefer the fine, though circuitous, road detailed in Route 10.

| Miles from<br>N. Stewart. | Places on the<br>Road.            | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------|-----------------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                   | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 43 $\frac{3}{4}$          | Dumfries .....<br>(High Street.)  | ...                     | ...              | Proceed as in Route 8 to Crockettford.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 34 $\frac{1}{4}$          | Crockettford .....                | 9 $\frac{1}{2}$         | 9 $\frac{1}{2}$  | Here turn to <i>r.</i> , road ascending for a m., then falling to a cross road and small br., beyond which it re-ascends, somewhat stiffly in parts but quite rideable; undulating past Crockett House, with winding descent towards Corsock Br. At Corsock Route 25 is met on <i>l.</i> Turn <i>r.</i> , and at fork, just beyond, keep to <i>l.</i> to the br. Fair surface.                                                                                                                                                                                                                                                                                                                                                               |
| 28 $\frac{3}{4}$          | Corsock Bridge .....              | 5 $\frac{1}{2}$         | 15               | From the br. the road ascends, passing an (old inn, to fork roads where keep <i>l.</i> ( <i>r.</i> , to Loch Urr and Route 22—bad road). Undulating stretch of road before the summit, after which the road descends, steadily at first, then steeper, with some very awkward bends, requiring careful negotiation, before and beyond Balmaclellan. Route 22 joined on <i>r.</i> , road still descending to the Spalding Arms. Route 2 crossed here, road descending to the br. over Water of Ken, then re-ascending to New Galloway. Turn to <i>l.</i> if going into the town ( <i>r.</i> by-road joining Route 23). Surface rough in parts during the descent from the summit on the moors, but fair on the whole; good into New Galloway. |
| 20 $\frac{3}{4}$          | Balmaclellan .....                | 8                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 19 $\frac{1}{4}$          | The Spalding Arms ...             | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 18 $\frac{1}{4}$          | New Galloway.....<br>(Town Hall.) | 1                       | 25 $\frac{1}{2}$ | At the Kenmure Arms proceed up a steepish hill in front of the hotel. This hill should be walked up [or, proceed northwards to cross roads, retracing the road by which the town was entered. Turn sharply to <i>l.</i> and ascend a long                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

# Route 24. DUMFRIES TO NEWTON STEWART

—continued.

|    | Places on the Road.                | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----|------------------------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                                    | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|    |                                    |                 |                  | steep hill.]. Road rises for about 4 m., is then very undulating with loose surface, and descends by Clatteringshaws Farm to the R. Dee, beyond which it re-ascends for over a m., followed by a long, winding descent to Talnotry. Surface bad.                                                                                                                                                                                                                                                                                                                                             |
| 21 | Clatteringshaws .....              | 6               |                  | Ascent of $\frac{1}{2}$ m., with descent of over $\frac{1}{4}$ m. beyond ; then fairly level for about a m., and a subsequent rise of $\frac{3}{4}$ m. ; keep to <i>L.</i> at fork, near which the long descent to Newton Stewart begins. On meeting Route 10 at right angles turn sharply to <i>r.</i> and cross Cree Br. into Newton Stewart. The rider should be careful to keep his machine well in hand on the sharp turn near Murray's Monument during the descent. Surface very poor to Talnotry, but improves towards junction with Route 10 and is thence good into Newton Stewart. |
| 7  | Talnotry .....                     | 5 $\frac{1}{4}$ | 36 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|    | ↓                                  |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|    | Join Route 10 .....                | 6               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|    |                                    |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|    | NEWTON STEWART ...<br>(Town Hall.) | I               | 43 $\frac{3}{4}$ | (Routes 10, 11, 12, 41, 42, and 44 joined here.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**DUMFRIES TO NEWTON STEWART. Reverse.**—Cross Cree Br. and turn sharply to *L.* when about a m. out, having grounds of Kirouchtree House on *L.* Beyond Talnotry bend to *r.*, keeping by the waterside. Cross R. Dee; unmistakable into New Galloway. If going into the town keep to *r.* at fork; if going straight on, keep to *L.* and pass over cross roads N. of the town, descending to Water of Ken and passing over Route 23 at the Spalding Arms. Ascend the hill and keep to *r.* at fork—winding ascent. Keep again to *r.* when roads branch. Cross Corsock Br., turn *r.*, then turn to *L.* at fork. Join Route 8 at Crocketford and thence as in reverse of that route to Dumfries.

## ROUTE 25.

### DALBEATTIE TO CORSOCK BRIDGE.

A good cross-country road. Attractive scenery towards Corsock Bridge and by the Urr Water.

|  | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                   |
|--|---------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                    |
|  | DALBEATTIE .....    | ...            | ...    | Cross the br. at N. end of the town, pass over Route 9 and pass rly. sta. on <i>r.</i> On meeting another road at <i>r.</i> angles, turn to <i>r.</i> and pass the rly. Gradual rise for the first m., with gentle |
|  | (Town Hall.)        |                |        |                                                                                                                                                                                                                    |

Route 25. **DALBEATTIE TO CORSOCK BRIDGE**

—continued.

| <i>Miles from<br/>Corsock Br.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------|--------------------------------|----------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 9½                                | Urr .....                      | 2½                               |               | descent past Urr, then level for nearly a m. Ascend a short, steepish hill of 1 in 19 and bear to L., descending to Haugh of Urr. Very fair surface.                                                                                                                                                                                                                                                                                                                                    |
| 8¼                                | Haugh of Urr .....             | 1¼                               | 3¾            | Keep straight on, ascending; then turn L., on Route 8. Turn again to L., going along the main road for a short distance, then sharply to R. Road fairly level for a m., then rising gradually passing over a cross road and descending a short hill 1 m. further. Undulating for over a m. road joins on r. from Kirkpatrick—Durham), then again ascending by Square Point towards Corsock. Before the br., Route 24 is joined on r.; keep to L. at fork, to the br. Very fair surface. |
| 2¾                                | Square Point .....             | 5½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                   | <b>CORSOCK BRIDGE</b> .....    | 2¾                               | 12            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**DALBEATTIE TO CORSOCK BRIDGE.** *Reverse.*—From the br. bear round to r. and keep to L. at fork. On joining the main road (Route 8) turn sharply to L., then take the cross road to r. Pass through Haugh of Urr and bear to r. After passing the cross road turn to L. then bear to r., crossing the br., into Dalbeattie.

**ROUTE 26.****CASTLE DOUGLAS TO AUCHENCAIRN**

Known as the "low road"; capital surface all the way.

| <i>Miles from<br/>Auchencairn.</i> | <i>Places on the<br/>Road.</i>             | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------|--------------------------------------------|----------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                            | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8¼                                 | <b>CASTLE DOUGLAS</b> ...<br>(Town Clock.) | ...                              | ...           | At Town Clock turn sharply to L., passing Episcopal Ch. on r., and Carlingwark Loch on l. also on r. Slight rise from the loch side and gradual decline towards Breoch. Here keep to r. at fork, avoiding a road sharp r. which leads towards Kirkcudbright. Gradual descent through wooded land to junction with Route 9 at Blackbelly, where turn to r., road undulating, passing the grounds of Orchardton House on l. Descent towards the br. before Auchencairn. Very good surface. |
| 6¼                                 | Breoch Cross-roads                         | 2                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3¼                                 | Blackbelly.....                            | 3                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                    | <b>AUCHENCAIRN</b> .....                   | 3¼                               | 8¼            | (The road is continued to Kirkcudbright by Route 9.)                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**STLE DOUGLAS TO AUCHENCAIRN.** *Reverse.*—At fork, just before crossing the Scree Burn keep to *r.*, and at Blackbelly turn to *l.* Pass straight on over the cross roads at Breoch, entering Castle Douglas after passing Carlingwark Loch on *l.*

## ROUTE 27.

### KIRKCUDBRIGHT TO NEW GALLOWAY.

This road goes over a series of short hills, but has a fair surface throughout, and is very picturesque by Loch Ken side.

| <i>N. Galloway.</i> | <i>Places on the Road.</i>          | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------|-------------------------------------|-----------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                     | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| $2\frac{1}{2}$      | KIRKCUDBRIGHT .....<br>(Town Hall.) | ...                   | ...              | Leave the town northwards, passing rly. sta. on <i>l.</i> (as in reverse of Route 8), and at Tongueland Br. turn sharp <i>l.</i> , having rly. on <i>r.</i> and Tarff Water on <i>l.</i> , towards Tarff Sta., just before which Route 10 is joined; turn to <i>r.</i> Road nearly level for first 2 m. out of Kirkcudbright, then gently undulating. Level to Ringford, where turn sharply to <i>l.</i> in centre of the village. Good surface on the whole.                             |
|                     | Tarff Station .....                 | 3 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                     | Ringford .....                      | 1                     | 4 $\frac{1}{4}$  | Road ascends for a short distance, then falls, and re-ascends towards New Mills. Narrow cross-country road to Lawrieston. Fairly level beyond New Mills, then again rising to a long undulating stretch towards the cross-roads at Lawrieston. Fair surface.                                                                                                                                                                                                                              |
|                     | Lawrieston .....                    | 5                     | 9 $\frac{1}{4}$  | Here keep straight on ( <i>l.</i> and <i>r.</i> , see note to Route 23) through the village; undulating descent. A succession of rises and falls, passing Woodhall Loch on <i>l.</i> , to R. Dee and New Galloway Sta., where rly. is crossed. Fairly level for a m., followed by a short descent to a long, easy undulating stretch by the shore of Loch Ken. Kenmure Castle passed on <i>r.</i> , road rises up a short, steepish slope, descending towards New Galloway. Good surface. |
|                     | New Galloway Station                | 4                     |                  | (Routes 22 and 24 are joined here.)                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                     | NEW GALLOWAY .....<br>(Town Hall.)  | 5                     | 18 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

**KIRKCUDBRIGHT TO NEW GALLOWAY.** *Reverse.*—Proceed straight out of the town southwards; Loch Ken passed on *l.*, and, beyond New Galloway Sta., Woodhall Loch passed on *r.* Pass over the cross roads at Lawrieston and on joining Route 10 at Ringford turn sharp *r.* Just beyond Tarff Sta., turn to *l.*, having rly. on *l.*, and cross R. Dee to *r.* at Tongueland Br.

## ROUTE 28.

## KIRKCUDBRIGHT TO GATEHOUSE-OF-FLEET.

Direct road between the two towns; long hills, but good surface. Gatehouse may also be reached following Route 27 to the junction with Route 10 near Tariff Sta., turning *l.*, and following Route 10 into Gatehouse—about 12 m. altogether.

| Miles from Gatehouse-of-Fleet. | Places on the Road.                 | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------|-------------------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 8½                             | KIRKCUDBRIGHT .....<br>(Town Hall.) | ...            | ...    | From rly. sta. turn towards the R. Dee, which cross by the iron br. At old toll house <i>r.</i> turn out, keep straight on ( <i>l.</i> to Borgue). Road ascends a long winding hill; keep to <i>l.</i> at new fork. At Langlands cross over a by-road from Twynholm to Borgue. A short distance further the road re-ascends; keep to <i>r.</i> at foot of Dip to a small stream, then again rising to junction with Route 10 at Minto Cottage. Good surface. |
| 6¼                             | Langlands Cross-roads .....         | 2¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3½                             | Minto Cottage.. .....               | 2¾             | 5      | Proceed as in Route 10 into Gatehouse-of-Fleet.                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                | GATEHOUSE-OF-FLEET                  | 3½             | 8½     |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

KIRKCUDBRIGHT TO GATEHOUSE-OF-FLEET. *Reverse.*—As in Reverse of Route 10 to Minto Cottage. Here turn to *r.* Pass over cross-road at Langlands; cross R. Dee by the iron br. into Kirkcudbright.

## ROUTE 29. THORNHILL TO ABINGTON.

(Via Dalveen Pass.)

A well-engineered road, with good surface on the whole. The wild, rugged scenery in the Dalveen Pass is very fine. This road is easier to ride in the reverse direction.

| Miles from Abington. | Places on the Road.     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                            |
|----------------------|-------------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                             |
| 23                   | THORNHILL .....         | ...            | ...    | Follow main Glasgow Road (Route 20) northward straight out of the village, to Carronbridge where take second turn to <i>r.</i> at post. Road ascends, crossing Carron Water—where bear to <i>r.</i> when over the br.—to Carronbridge Station where the rly. is passed under. Road straight |
| 21¼                  | Carronbridge .....      | 1¾             |        |                                                                                                                                                                                                                                                                                             |
| 19¼                  | Carronbridge Station... | 2              |        |                                                                                                                                                                                                                                                                                             |



# Route 29. THORNHILL TO ABINGTON—Continued.

| Abington. | Places on the Road.     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                      |
|-----------|-------------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           |                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                       |
| 1         | Durisdeer Mill.. .....  | 2              | 5½     | rising for about ¼ m. beyond the sta., then becomes fairly level for nearly a m., when it again ascends to Durisdeer Mill, where for a short distance it is level. Good surface.                                                                                                                                                      |
| 1         | Summit.. .....          | 5              |        | The long ascent of the Dalveen Pass begins just beyond the mill, road rising on an incline of about 1 in 25 most of the way and winding between lofty hills on either side. Towards the summit the ascent becomes stiffer, being about 1 in 22, and the surface is apt to be loose and rough in parts. Summit gained at over 1100 ft. |
|           | Elvanfoot Station ..... | 6              |        | Fine, quick descent for 2 m., then almost level by Glenochar, where the Daer Water is joined in the valley on r., to Elvanfoot Sta., also on r.                                                                                                                                                                                       |
|           | ABINGTON .....          | 6½             | 23     | The rly. is passed a short distance further, and Route 1 is joined at the br. (on r.) over the Clyde. Do not cross the br. but keep straight on, following Route 1 to Abington. Surface rough for a m. or two from the summit, then good to Elvanfoot and excellent to Abington.                                                      |

**THORNHILL TO ABINGTON. Reverse.**—As in Reverse of Route 1 to near Elvanfoot, but instead of crossing the br. over R. Clyde to L., keep straight on, passing Elvanfoot Sta. on L. and ascending the pass. About a m. beyond Carronbridge Sta. keep to L. at br. over Carron Water. In Carronbridge join Route 20 and bear to L., then along the main road to Thornhill.

## ROUTE 30. THORNHILL TO ABINGTON.

(Via Leadhills.)

exceedingly stiff climb to the summit, but the views from that point are exceptionally fine. Surface good to the summit, where Lanarkshire is entered; the road is apt to be loose and rutty after Leadhills, but not to any extent unpleasant to ride. Wanlockhead—which is not on this road but lies a little to the N. of it, though it is reckoned as *on* the road in the mileage column—is the highest village in Britain.

| Abington. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                  |
|-----------|---------------------|----------------|--------|---------------------------------------------------------------------------------------------------|
|           |                     | Inter-mediate. | Total. |                                                                                                   |
| 1         | THORNHILL .....     | ...            | ...    | Proceed as in Route 20 to Enterkinfoot.                                                           |
| 1         | Enterkinfoot.....   | 5½             | 5½     | Still follow the main road northwards, having rly. on r. and R. Nith on L., towards Menock.       |
| 1         | Menock .....        | 4½             |        | Before the village, turn sharp r., over the rly., up a steep ascent, which is followed by a short |

Route 30. **THORNHILL TO ABINGTON**—*continued.*

| Miles from Abington. | Places on the Road.  | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------|----------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                      | Inter-medi-ate. | Total            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                      | ↑<br>↑               |                 |                  | fall, road following the wooded valley of stream. Surface somewhat rough after leaving main road. The long, and at times almost precipitous, ascent to the summit begins here, the road rising between lofty hills for 5 m., where there is a break in the climb and a road leaves <i>l.</i> to Wanlockhead; keep to <i>r.</i> Very steep ascent for $\frac{3}{4}$ m. to the summit, which is gained at over 1500 ft. Rapid descent into Leadhills. Good surface on the whole.                     |
| 8                    | [Wanlockhead]        | 6 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 7 $\frac{1}{2}$      | ↑<br>Summit.....     | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6 $\frac{1}{4}$      | ↓<br>Leadhills ..... | 1 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | Pass straight down through the village; road becomes fairly level after nearly a m., and remains so for a short distance, then falls quickly to the Smelting Mill. The surface now becomes rutty and is rough in parts, road continuing to descend the glen, following the Glengonn Water. Keep well to <i>l.</i> at Lattershaws and join Route 1 just before Abington. Bear to <i>l.</i> on meeting the main road; then turn first to <i>r.</i> then to <i>l.</i> into the village. Fair surface. |
| 4 $\frac{3}{4}$      | Smelting Mill .....  | 1 $\frac{1}{2}$ |                  | (Routes 32 and 35 joined here.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2 $\frac{3}{4}$      | Lattershaws .....    | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                      | ABINGTON .....       | 2 $\frac{3}{4}$ | 24 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**THORNHILL TO ABINGTON.** *Reverse.*—At the gateway S. of the village turn up to the left bend *l.*, and keep to *r.* at fork. Keep to *l.* at the summit (*r.* to Wanlockhead). The descent towards Menock is very dangerous in parts and the steeper portions should be walked down. On meeting the main road near Menock, after passing over the rly., turn sharp *l.* Then as in Reverse of Route 20 to Thornhill.

**EDITOR'S NOTE.**—A road connects Routes 30 and 29 between Leadhills and Elvanfoot. descending through Leadhills, turn to *r.* in the village up a very steep hill to the summit of this by-road; thence a gradual descent by the Elvan Water to Elvanfoot. Very fair surface. The hill into Leadhills, when riding over this road from Elvanfoot, is dangerous.

**ROUTE 31. DUMFRIES TO EDINBURGH.**

The direct road; some riders, however, to avoid the stiff climb out of Moffat prefer to go round Abington and Biggar, see Route 35. The road detailed below is good to Moffat, fair to Croft Inn, and thence excellent, on the whole, to Edinburgh. The portion from Broughton to Leadburn is greatly frequented by road racers. Very fine scenery after Moffat.

| Miles from Edinburgh. | Places on the Road. | Mileage.        |       | General description of the Road.                                                                |
|-----------------------|---------------------|-----------------|-------|-------------------------------------------------------------------------------------------------|
|                       |                     | Inter-medi-ate. | Total |                                                                                                 |
| 73                    | Dumfries .....      | ...             | ...   | Proceed along High St., and at Burns's Monument keep to <i>r.</i> , thence by Church Crescent a |
|                       | (High Street.)      |                 |       |                                                                                                 |

## Route 31. DUMFRIES TO EDINBURGH—continued.

|    | Places on the Road.     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----|-------------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|    |                         |                |        | Academy St., passing R. Nith on <i>l.</i> At fork (d.p.) bear to <i>r.</i> , crossing rly., and at next fork, 2 m. from Dumfries, keep to <i>l.</i> , and to <i>r.</i> at next branch roads ( <i>l.</i> , see note below). At fork at Locharbriggs keep to <i>r.</i> , passing sta. on <i>l.</i> Road fairly level; surface lumpy out of Dumfries.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 0  | Locharbriggs .....      | 3              | 3      | Road ascends through village, and falls to the Lochar Water; here keep to <i>l.</i> and cross the stream ( <i>r.</i> to Tinwald). Surface now excellent; slightly ascending road towards Amisfield, at which keep to <i>r.</i> at fork, passing rly. sta. on <i>l.</i> Keep well to <i>r.</i> when passing the rly., and, a little further on, avoid a road to <i>r.</i> leading to Shielhill Sta. Long ascent to Johnsfeld Farm; then descending, at first easily, then more steeply, with a curve to <i>l.</i> to Ae Br. Care required, as the road and br. is obscured by a plantation on the <i>l.</i> Keep straight on after crossing the br.; undulating road to Parkgate and beyond, with gradual rise to Shawfoot, where the ascent is steeper for a short distance. Pass Courance P.O., and slight fall to a br. beyond, after which road again rises. Short steepish descent to br. over the Mollin Burn, thence undulating towards St. Ann's Br., ending in a descent to that point. Very good road on the whole; surface a little rough about St. Ann's Br. |
| 8½ | Amisfield .....         | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|    |                         |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5½ | Ae Bridge .....         | 3              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4¼ | Parkgate .....          | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|    |                         |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 9¾ | St. Ann's Bridge.....   | 4½             | 13¾    | After crossing, keep to <i>l.</i> , with short steep rise from the br., then ascending gradually for 2¼ m. to Edwardsrig, where the descent begins, at first gradual, then steeper. Route 6 is joined on <i>r.</i> , during the descent. At Craigielands Lodge turn to <i>r.</i> , passing under rly., and join Route 1. Turn to <i>l.</i> into Beattock; and, ¼ m. further, Beattock (Old) Hotel is passed on <i>l.</i> Here turn to <i>r.</i> ( <i>l.</i> , Route 1); road gently undulating into Moffat. Cross R. Annan; bear to <i>l.</i> into the town. Good surface. (Route 114 joined at Moffat.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7¾ | Edwardsrig .....        | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|    |                         |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4  | Beattock .....          | 3¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3¾ | Beattock (Old) Hotel... | ¼              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|    |                         |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2  | Moffat .....            | 1¾             | 21     | Proceed along High St. and Academy Rd.; keep to <i>l.</i> , and cross R. Annan. Here a long steady ascent of over 5 m. commences. The surface is very fair to the "Devil's Beef Tub" (on <i>r.</i> ), but is poor and rough for over a m. about the summit, which is reached at over 1300 ft. Long gradual descent with the R. Tweed, here a small                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|    | (High Street.)          |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|    |                         |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5  | Summit .....            | 7              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## Route 31. DUMFRIES TO EDINBURGH—continued.

| Miles from<br>Edinburgh | Places on the<br>Road.  | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------|-------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                         | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                         |                         |                         |        | stream, on <i>r.</i> , by Glenbreck to Newbigging and Crook Inn. Fair surface during the descent improving latterly.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 35½                     | Crook Inn .....         | 9½                      | 37½    | From this inn—a famous fishing centre—the road is excellent, becoming easily undulating, with a descent to Rachan Mill, where the Holm Water is crossed; and thence level to Broughton Ch., rly. sta., and village, where a by-road is crossed, leading <i>l.</i> to Biggar and <i>r.</i> to Peebles. Excellent surface.                                                                                                                                                                                                                                                           |
| 30                      | Rachan Mill.....        | 5½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 29                      | Broughton Station ..... | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 28½                     | Broughton.....          | ½                       | 44½    | Road ascends gradually for over 2 m., is then fairly level for about 3 m., to the cross road at Harestanes (Route 120), followed by a descent over ½ m. long to Blyth Br. Keep to <i>r.</i> at fork ascending, then very undulating to Romanno Br., towards which the road descends. Surface only fair about Broughton, but soon improving to good towards Romanno.                                                                                                                                                                                                                |
| 22½                     | Blyth Bridge .....      | 6½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 19¾                     | Romanno Bridge.....     | 2½                      | 53¾    | The Lyne Water is crossed, and Route 119 joined on <i>r.</i> Rise from the br., then slight fall; then up a short steep hill, with a sharp turn at foot and top. Undulating ascent for 3 m., passing Noblehouse, then level, passing the rly. and Whim, with undulating descent towards Leadburn Inn, where Route 118 is joined on <i>r.</i> keep to <i>l.</i> at fork, with inn on <i>r.</i> ( <i>l.</i> to Howgate etc.). Very good surface.                                                                                                                                     |
|                         | ↑                       |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 13                      | Leadburn Inn .....      | 6¾                      | 60     | Road dips beyond the inn, and is then undulating with downward tendency on the whole, through open moorland. Descent to the Black Burn then almost level through wooded land to the summit of the long winding hill downward towards Penicuik. This hill should be ridden carefully, especially near the foot, where the North Esk is crossed. Short ascent into the town; turn to <i>r.</i> in the square, passing a stone fountain; then bear to <i>l.</i> , passing the Royal Hotel on <i>r.</i> Street narrow here, careful riding necessary. Excellent surface from Leadburn. |
|                         | ↓                       |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 10                      | Penicuik .....          | 3                       | 63     | Level, but with lumpy surface by Shottstown where Route 35 is joined on <i>l.</i> ; undulating to Glencorse Barracks, surface usually rough; and descending through trees to the Fisher's Tryst and Loganlee. Ascent for ¼ m. to junction with a by-road on <i>r.</i> leading to Auchindinny followed by a long gently undulating stretch during which two roads branch off on <i>r.</i> to Roslin (the second leaving at Bilston old to                                                                                                                                           |
| 8¼                      | Glencorse .....         | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 8                       | Fisher's Tryst .....    | ¼                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6½                      | Bilston .....           | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

Route 31. **DUMFRIES TO EDINBURGH**—*continued.*

| <i>Miles from<br/>Edinburgh</i> | <i>Places on the<br/>Road.</i>                   | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|--------------------------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                                  | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5<br>4½<br>4                    | Straiton.....<br>Burdiehouse.....<br>Kaims ..... | 1½<br>½<br>½                     | 68            | house), and between these two roads another branches off to <i>L.</i> at the fork roads, leading to Route 39; keep to <i>r.</i> (These three branch roads are included under Route 160.) At next fork keep to <i>L.</i> ( <i>r.</i> to Loanhead); descent towards Clippens shale works, where a single line of rly. crosses on the road level. Fairly level into Straiton. Good surface on the whole.                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3½                              | Liberton .....                                   | ¾                                |               | From this village there is a long, easy descent to Burdiehouse, followed by a stiffish rise to Kaims cross-roads, which pass straight over ( <i>r.</i> , to Route 159; <i>L.</i> , to Route 39); road gradually descending. At fork keep to <i>r.</i> ; easy riding to the cross-road at Liberton. A short distance beyond this the winding descent known as Liberton Hill commences, and it should be ridden down with caution, keeping well to <i>L.</i> , to avoid the stone paving to the <i>r.</i> of the road. At the foot of the hill keep to <i>r.</i> at fork. Fairly level to Newington Sta., before which the tram-lines and stone setts are met with. Ascend through Newington, and follow tram-lines along Clerk St., Nicolson St., and down over the S. and N. Brs. to General Post Office at E. end of Princes St. Good surface from Straiton; stone setts lumpy. |
| 1¾                              | Newington Station.....                           | 1½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                 | <b>EDINBURGH</b> .....                           | 1¾                               | 73            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                 | (General Post Office.)                           |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**DUMFRIES TO EDINBURGH.** *Reverse.*—From General Post Office proceed up North Br. following the double line of tramway straight out by Nicolson St., Clerk St., and Newington. Keep straight on at Mayfield Toll, and to *r.* at fork just beyond. At fork at Nether Liberton keep again to *r.* and ascend Liberton Hill. At fork at Straiton bear to *r.*, and at fork roads before Loganlee bear again to *r.* At Shottstown keep to *L.* into Penicuik, and in that town bear to *r.* on entering the Sq., which leave to *L.*, descending to the br. At fork on summit of the long ascent keep to *L.* and bear to *r.* at Leadburn Inn. Keep to *r.* at Romano Br., where roads fork, and again to *r.* after Blyth Br. Pass over the cross-roads at Harestanes, and keep to *L.* at next fork, thence straight on into Broughton. Unmistakable by Crook Inn over the Summit into Moffat. Bear to *r.* leaving High St., and cross R. Annan; bear to *L.* at Beattock (old) Hotel and turn sharp *r.* under rly. beyond the village, then bear to *L.* immediately. Keep to *r.* at fork and keep again to *r.* at fork 2 m. beyond St. Ann's Br. Keep to *L.* after crossing Ae Br.; thence unmistakable to near Dumfries, where cross rly. and bear to *L.*, having R. Nith on *r.* Enter the town by Academy St. and Church Crescent, bearing to *L.* at Burns's Monument into High St.

**EDITOR'S NOTE.**—Road to *L.* about 2½ m. out of Dumfries. This is the old road to Auldgirth Br., where it joins Route 20. It is hilly but has good surface on the whole. The places passed are—Carnshalloch, Kirkton, Duncow, and Dalswinton Loch and village. After crossing rly. there is a sharp descent to Auldgirth Br. Total distance, about 9 m.



# ROUTE 32. ABINGTON TO GLASGOW.

(Via Lanark and Hamilton.)

A very excellent road to Hamilton, then good, but rather rough in parts, towards Glasgow. Fine open moorland scenery by the Tinto Hills and picturesque surroundings in the Clyde Valley beyond Lanark.

| Miles from Glasgow. | Places on the Road.                       | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------|-------------------------------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                           | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 42 $\frac{3}{4}$    | ABINGTON .....                            | ...             | ...              | Proceeding northwards up the village keep to <i>r.</i> ( <i>L.</i> , Route 1); gradual decline with <i>R.</i> Clyde on <i>r.</i> to fork, where keep <i>L.</i> ( <i>r.</i> , Route 35); fine stretch of almost level running to Robertson where the Robertson Burn is crossed; avoid road to <i>L.</i> when over. After a short stretch of level, a gradual rise and quicker fall towards the Garff Water where bear to <i>r.</i> ( <i>L.</i> to Wiston). Road ascends very gradually from the br. to a long open stretch of almost level road over the low moorland at the base of the Tinto Hills gradual rise to junction with Route 36 on <i>r.</i> near St. John's Kirk, from which point a long easy descent commences. Keep to <i>L.</i> at fork (to Thankerton Sta.). At the termination of the descent the road re-ascends for a short distance is undulating for a m., then re-descends toward the <i>R.</i> Clyde, bending round to <i>L.</i> toward Hyndford Bridge, which cross, to <i>r.</i> (straight on, before crossing the br., Route 51). Ascend from the br. Keep to <i>L.</i> at fork ( <i>r.</i> , to Route 81); undulating towards Lanark. Keep to <i>L.</i> at fork ( <i>r.</i> to rly. sta.) and descend carefully into the town to the Cross, where roads meet. Excellent surface from Abington; rather lumpy just before entering Lanark. |
| 39 $\frac{1}{4}$    | Roberton .....                            | 3 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 33 $\frac{3}{4}$    | Road Junction .....<br>(St. John's Kirk.) | 5 $\frac{1}{2}$ | 9                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 28 $\frac{1}{4}$    | Hyndford Bridge .....                     | 5 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 25 $\frac{1}{2}$    | Lanark .. .....<br>(Cross.)               | 2 $\frac{3}{4}$ | 17 $\frac{1}{4}$ | Proceed down through the town, and at first branch roads turn to <i>L.</i> ( <i>r.</i> , Routes 33 and 34) descending a very steep and dangerous hill—unsafe to ride down, with awkward turn to <i>L.</i> at foot over the <i>R.</i> Clyde. When over, turn to <i>r.</i> through Kirkfieldbank, having the river on <i>r.</i> Short level, followed by steepish rise past Linnville to fork (d.p.), where keep to <i>r.</i> ; descent and re-ascent past Stonebyres' Falls House, and a steep descent with awkward turn at foot fairly level for over $\frac{1}{4}$ m., after which road again rises, through wooded land, to fork, where keep <i>r.</i> Long descent through Hazelbank and undulating to Crossford. Very good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 24 $\frac{1}{4}$    | Kirkfieldbank .....                       | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 21 $\frac{3}{4}$    | Hazelbank .....                           | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 20 $\frac{3}{4}$    | Crossford .....                           | 1               | 22               | Descent to br. over <i>R.</i> Nethan at Nethanfoot fairly level for over $\frac{1}{2}$ m., then undulating past Overton (where keep <i>r.</i> ) to Rosebank, before                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Miles from Glasgow. | Places on the Road.           | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------|-------------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                               | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8 $\frac{1}{4}$     | Rosebank .....                | 2 $\frac{1}{2}$ |                  | which again keep <i>r.</i> , with rise towards Dalserf and quick descent to the br. in that village, and undulating to the cross roads near Garrion Br., where Route 79 is passed over. Keep straight on; fairly level bit of road with fall towards a small stream, beyond which there is a long ascent for over 2 m. to junction with Route 1. Road descends, at first gradually then rather steeply, over rly. to R. Avon. Short level, then easy rise to fork at S. end of Hamilton. Keep to <i>l.</i> ( <i>r.</i> , Route 1) to Town Hall on <i>r.</i> Good surface, but lumpy on approaching Hamilton.                                                                                                                                                                                                                                    |
| 7 $\frac{1}{4}$     | Dalserf .....                 | I               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                     | ↑                             |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 3 $\frac{3}{4}$     | Join Route 1 .....            | 3 $\frac{1}{2}$ |                  | From Town Hall proceed straight forward, passing the N. B. Rly. br., keeping straight on at the cross-roads, and crossing the Caledonian Rly. just beyond; road ascending gradually. Slight descent to fork-roads, where keep to <i>r.</i> , ascending a short hill. The road again passes the N. B. Rly. and bends first to <i>r.</i> , then to <i>l.</i> , descending; beyond the br. over a small stream it rises for nearly $\frac{1}{2}$ a m. and becomes very undulating for over 2 m., descending a long slope towards Cambuslang, with a dip before entering the village. Good surface on the whole, but much cut up by heavy local traffic in parts.                                                                                                                                                                                   |
| 1 $\frac{1}{4}$     | Hamilton.....<br>(Town Hall.) | 2 $\frac{1}{2}$ | 31 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                     |                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4 $\frac{3}{4}$     | Cambuslang .....              | 6 $\frac{1}{2}$ | 38               | Pass straight through the village, having rly. on <i>r.</i> beyond, road descending to the level near Eastfield. At fork, keep to <i>r.</i> and join Route 77 on <i>l.</i> about $\frac{3}{4}$ m. further, and bear to <i>r.</i> to Dalmarnock Bridge where R. Clyde is crossed. Tramlines met in Dalmarnock Rd., which follow to Bridgeton Cross, where bear to <i>l.</i> , having Bridgeton Cross Sta. on <i>r.</i> , along Canning St. and Great Hamilton St., at the end of which turn to <i>l.</i> , and, a few yds. further, to <i>r.</i> into London St. Pass under a rly. br. and, at Glasgow Cross, bear to <i>l.</i> into Trongate and Argyle St.; turn to <i>r.</i> up Queen St. to Royal Exchange on <i>l.</i> Surface apt to be lumpy, on the outskirts of the city, with local traffic; rough stone setts in the Glasgow streets. |
| 3 $\frac{3}{4}$     | Eastfield .....               | I               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2 $\frac{1}{2}$     | Dalmarnock Bridge .....       | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1 $\frac{1}{2}$     | Bridgeton Cross ...           | I               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| $\frac{1}{2}$       | Glasgow Cross .....           | I               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                     | GLASGOW .....                 | $\frac{1}{2}$   | 42 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                     | (Royal Exchange.)             |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

ABINGTON TO GLASGOW. *Reverse.*—From Royal Exchange proceed down Queen St., turn to *l.* into Argyle St., and proceed by Trongate to Glasgow Cross; here bear slightly to *l.*, ahead, going along London St., bear to *l.* with tramlines, then to *r.* along Great Hamilton St., and proceed by Canning St. to Bridgeton Cross. Here bear to *r.* for a few yds., then turn to *l.* into Dalmarnock Rd. Pass under a rly.

br. near Dalmarnock Rd. Sta., and cross R. Clyde a short distance further. At fork, bear to *L*. and cross over rly. about  $\frac{1}{2}$  m. beyond. Pass through Eastfield and Cambuslang beyond, which latter place keep well to *L*. Keep to *r*. at next two forks; road bends to *r*. then to *L*. near a rly. before Hamilton. Keep to *r*. at fork on entering the town where rly. is crossed over. Pass straight on over a cross-street near Town Hall, descending to R. Avon on leaving the town. At fork 2 m. further keep to *L*.; pass over cross-road near Garrion Br. Before Crossford bear to *r*. then *L*. R. Clyde running on *L*. Cross the river at Kirkfieldbank and ascend the very steep hill towards Lanark. At the Cross in that town keep to *r*.; cross R. Clyde at Hyndford Br. and turn sharp *L*., then bear round to *r*. Keep to *r*. at fork, then straight on to fork at St. John's Kirk, where bear *r*. Keep to *L*. and cross a br.  $3\frac{1}{2}$  m. further, and again to *L*. at Robertson.

## ROUTE 33. LANARK TO GLASGOW.

(Via Wishaw.)

This is not such a preferable route as 32 and can lay no claim to picturesqueness, passing, as it does, through the coal and iron district. It links together, however, several important towns.

| Miles from Glasgow. | Places on the Road.                | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                            |
|---------------------|------------------------------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                    | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                             |
| 25 $\frac{3}{4}$    | LANARK .....<br>(Cross.)           | ...             | ...              | Proceed down through the town passing the Parish Ch., which stands in the centre of the road, and keep straight on ( <i>L</i> , Route 32). Descent to Cartland Br., beyond which road rises again and is fairly level to Braidwood Sta. and undulating towards Carluke with a fall and rise into the town. Capital surface. |
| 22 $\frac{3}{4}$    | Braidwood Station .....            | 3               |                  |                                                                                                                                                                                                                                                                                                                             |
| 20 $\frac{1}{4}$    | Carluke .....                      | 2 $\frac{1}{2}$ | 5 $\frac{1}{2}$  | Pass over the cross-roads in the town and bear to <i>L</i> . at fork ( <i>r</i> ., Route 34) and keep again to <i>L</i> . over $\frac{1}{2}$ m. out. Undulating road, with downward trend to Waterloo, where Route 79 is crossed, and quicker descent towards Wishaw. Surface rough in places with traffic.                 |
| 16 $\frac{1}{2}$    | Waterloo .....                     | 3 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                             |
| 15 $\frac{1}{2}$    | Wishaw .....                       | 1               | 10 $\frac{1}{4}$ | Proceed straight through the town, descending, and turn <i>L</i> . before leaving, passing the rly., with rise and fall before Craigneuk and a series of undulations to Motherwell. Good surface on the whole, but much traffic-worn in parts.                                                                              |
| 11 $\frac{3}{4}$    | Motherwell ...                     | 3 $\frac{3}{4}$ | 14               | Cross Route 80; keep straight through town, passing rly. sta.; slight descent and short level with sharp fall to S. Calder Water. Ascent into Bellshill, passing rly. sta. On meeting Route 86 in the town turn sharp <i>L</i> . Surface still variable.                                                                    |
| 9 $\frac{3}{4}$     | Bellshill .....                    | 2               | 16               | Leaving the town, road descends a long easy gradient. Keep to <i>L</i> . at first fork and to <i>r</i> . about a m. further. Level to Broomhouse, and easy to Tollcross. Thence into Glasgow as on page 3.                                                                                                                  |
| 5 $\frac{3}{4}$     | Broomhouse .....                   | 4               |                  |                                                                                                                                                                                                                                                                                                                             |
| 3 $\frac{1}{2}$     | Tollcross .....                    | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                             |
|                     | Route 1.                           |                 |                  |                                                                                                                                                                                                                                                                                                                             |
|                     | GLASGOW .....<br>(Royal Exchange.) | 3 $\frac{1}{2}$ | 25 $\frac{3}{4}$ | (For alternative road into Glasgow see note below).                                                                                                                                                                                                                                                                         |

**LANARK TO GLASGOW (VIA WISHAW).** *Reverse.*—Reverse of Route 1 to second fork beyond Broomhouse where keep *l.* In Bellshill turn sharp *r.* at second road, passing rly. sta., and pass straight through Motherwell. Bear to *r.* at Craigneuk and to *r.* again on entering Wishaw; a short distance further keep straight on over cross-roads in the town, and at Waterloo. Beyond Waterloo cross-roads keep to *l.* and turn *r.* about a m. further. Keep to *r.* at fork in Carluke. Cross rly. at Braidwood Sta. and keep rly. on *l.* for a short distance. Cross Cartland Br. before Lanark.

**EDITOR'S NOTE.**—Alternative road into Glasgow. After passing under rly. at Mount Vernon Sta keep to *l.* over a fairly level road—which bends to *r.* at  $1\frac{1}{4}$  m.—entering Glasgow by London Rd and passing under rly. br. near Caledonian Rly. Goods Sta. (on *l.*). Route 32 (p. 41) joined at Bridgeton Cross. This alternative road avoids such busy centres as Tollcross and Parkhead.

## ROUTE 34. CARLISLE TO STIRLING.

A splendid road to Lanark—hard and smooth, with easy gradients, and a good, broad road with variable surface to beyond Newmains. Rough locally from thence to Stirling but affording very fair riding from Lanark.

| Miles from<br>Stirling. | Places on the<br>Road. | Mileage.                |                   | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------|------------------------|-------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total.            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10 $\frac{1}{2}$        | Carlisle .....         | ...                     | ...               | Route 1 to Abington, Route 32 to Lanark, and Route 33 to Carluke.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 30 $\frac{1}{4}$        | Carlukc .....          | 80 $\frac{1}{4}$        | 80 $\frac{1}{4}$  | Proceeding northwards from cross-roads in centre of town keep to <i>r.</i> at fork ( <i>l.</i> , Route 33), decending road. At $2\frac{1}{4}$ m. keep to <i>r.</i> , avoiding branch and cross roads. Pass rly. and ascend into Newmains, before which place Route 79 is joined on <i>l.</i> Good surface.                                                                                                                                                                                                                                                                                      |
| 26 $\frac{3}{4}$        | Newmains.....          | 3 $\frac{1}{2}$         | 83 $\frac{3}{4}$  | Keep straight on over cross-roads, decending. Sharp dip (1 in 22) to S. Calder Water, passing rly. br. and ascending, beyond, keeping to <i>r.</i> before another rly. br.; climb to the level before Newhouse. On meeting Whitburn—Glasgow Road (Route 86) turn <i>r.</i> then <i>l.</i> , decending to Chapelhall and the N. Calder Water, ascending, stiffly at first, towards Airdrie. Variable surface; rough in places with local traffic but fair on the whole.                                                                                                                          |
| 22 $\frac{1}{2}$        | Newhouse .....         | 4 $\frac{1}{4}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 21 $\frac{1}{4}$        | Chapelhall.....        | 1 $\frac{1}{4}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 19 $\frac{1}{2}$        | [Airdrie]              | 1 $\frac{3}{4}$         | 91                | Passing over cross-road at extreme E. end of the town, ascend for nearly a m. beyond Rawyards, followed by a decending piece of road through dreary country, and a quick decline towards the Luggie Water, before Cumbernauld Sta. Cross rly. at sta.; road ascends for nearly a m. then goes down a very steep and dangerous hill towards Cumbernauld village. At the foot of this hill Route 91 joins on <i>l.</i> Short ascent and long downhill run, crossing canal at foot beyond Castlecary. Undulating by Longcroft (where Route 96 joins on <i>l.</i> ) to Dennyloanhead. Fair surface. |
| 18 $\frac{3}{4}$        | Rawyards .....         | $\frac{1}{4}$           |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 14 $\frac{1}{4}$        | Cumbernauld Station... | 4 $\frac{1}{2}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 12 $\frac{1}{2}$        | Cumbernauld ..... ↓    | 1 $\frac{3}{4}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10 $\frac{3}{4}$        | Castlecary .....       | 1 $\frac{3}{4}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9 $\frac{3}{4}$         | Longcroft .....        | 1                       |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9                       | Dennyloanhead ..       | $\frac{3}{4}$           | 101 $\frac{1}{2}$ | Keep to <i>l.</i> at fork ( <i>r.</i> , Route 91), ascending a long easy gradient with a decline, beyond, into                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

Route 34. **CARLISLE TO STIRLING**—*continued.*

| <i>Miles from<br/>Stirling.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7                               | Denny .....                    | 2                                |                  | Denny. Bear to <i>l.</i> in the town and cross R. Carron into Dunipace, a mining village, from which the road ascends for $2\frac{1}{2}$ m. and falls to the Bannock Burn. The battlefield lies to the <i>l.</i> , 1 m. further. Rise and fall to St. Ninians with easy run into Stirling. A tramline connects St. Ninians and Stirling. Broad road, excepting St. Ninians, which should be ridden through slowly; fair surface throughout.<br>(Routes 168, 174, 176, 177, and 178 joined here.) |
| $6\frac{1}{2}$                  | Dunipace .....                 | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| $1\frac{1}{4}$                  | St. Ninians .....              | $5\frac{1}{4}$                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                 | <b>STIRLING</b> .....          | $1\frac{1}{4}$                   | $110\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                 | (King Street Corner.)          |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**CARLISLE TO STIRLING.** *Reverse.*—From King St. corner leave by Port St. and follow tramlines to St. Ninians, in which village keep to *r.* In Denny bear to *l.* and *r.* and keep straight on over cross-roads. At Longcroft fork-roads keep *l.* and again to *l.* up a very steep hill at Cumbernauld. Keep to *r.* at fork about 2 m. beyond Cumbernauld Sta., and to *l.* before Rawyards. Pass over cross-road at E. end of Airdrie and keep *l.* at Chapelhall. At Newhouse bear to *r.* and take first road on *l.*, with rly. line on *l.*, keeping well to *l.* (*r.* to Motherwell).  $2\frac{1}{2}$  m. further keep *r.* passing two rly. br's. before Newmains, in which town keep straight on and then to *l.* at fork, and pass over a cross-road before Carluke. Pass over cross-road in the town, going straight out. As in reverse of Route 33 to Lanark, of Route 32 to Abington, and of Route 1 to Carlisle.

**ROUTE 35. CARLISLE TO EDINBURGH.**

(Via Biggar.)

On the whole an excellent road with fine surface and easy gradients. In parts the surface is variable, but not to an unpleasant degree. Some riders prefer to come into Edinburgh from Nine Mile Burn by Route 39. That is a hillier road, but the scenery is very fine on Pentland side.

| <i>Miles from<br/>Edinburgh</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                        |
|---------------------------------|--------------------------------|----------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                |
| $98\frac{1}{2}$                 | Carlisle .....                 | ...                              | ...             | Route 1 to Abington.<br>Leaving village as in Route 1 keep to <i>r.</i> at fork, then to <i>r.</i> again at fork beyond the Duneaton Water, crossing R. Clyde in about $\frac{1}{2}$ m.; almost level to Lamington but with roughish surface after Clyde's Br. |
| 41                              | Abington .....                 | $57\frac{1}{2}$                  | $57\frac{1}{2}$ |                                                                                                                                                                                                                                                                |
| $35\frac{1}{2}$                 | Lamington .....                | $5\frac{1}{2}$                   | 63              | Easy ascent from the village and fall towards Culter, with improving surface. In Culter turn                                                                                                                                                                   |
| $32\frac{1}{4}$                 | Culter .....                   | $3\frac{1}{4}$                   |                 |                                                                                                                                                                                                                                                                |



# oute 35. **CARLISLE TO EDINBURGH**—*continued.*

| Edinburgh | Places on the Road.       | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------|---------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           |                           | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|           |                           |                |        | sharp <i>L.</i> , with grounds of Culter House on <i>r.</i> Short stiff rise beyond the village. A further rise and fall—both easy—and Route 30 is joined on <i>L.</i> , and rly. passed; slightly uphill into Biggar. Good surface.                                                                                                                                                                                     |
| 0½        | Biggar .....              | 2¾             | 69     | Proceed straight through village, avoiding a road to <i>L.</i> (Route 38) and keeping to <i>L.</i> at fork about a m. out. Ascent from Biggar to beyond this fork, then an open, undulating road with an almost level stretch to the cross-roads at Melbourne ( <i>r.</i> and <i>L.</i> , Route 120); and descending into Dolphinton. Surface not quite so smooth, but affording very fair riding.                       |
| 4½        | Melbourne Cross-roads.... | 5              |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2½        | Dolphinton .....          | 2              | 76     | Descent from village and a rise towards rly. (sta. on <i>L.</i> ) Easy running for a m., then ascending. Rise and fall before West Linton and short ascent from bridge into village. Only fair surface out of Dolphinton but improving towards Linton.                                                                                                                                                                   |
| 1¾        | Dolphinton Station.....   | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8¼        | West Linton.....          | 3½             | 80½    | Pass straight through village, with ascending road for nearly 2 m., then downward trend into Carlops. Good surface.                                                                                                                                                                                                                                                                                                      |
| 5½        | Carlops .....             | 2¾             | 83     | Slight rise from village and fairly level towards Nine-Mile-Burn—where the inn lies slightly off the road, on an older road, to <i>L.</i> At fork bear to <i>r.</i> ( <i>L.</i> , Route 39) with long descent towards Penicuik—easy at first, then more marked. The surface is apt to be rough in parts between Nine-Mile-Burn and Penicuik and the road is narrow. It affords, however, on the whole, very fair riding. |
| 4         | Nine-Mile-Burn .....      | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 0         | [Penicuik].....           | 4              | 88½    | At the Shottstown end of Penicuik Route 31 is joined on <i>r.</i> Thence into Edinburgh as detailed on pages 38 and 39.                                                                                                                                                                                                                                                                                                  |
| 0½        | Shottstown .....          | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|           | <i>Join Route 31.</i>     |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|           | <b>EDINBURGH</b> .....    | 9½             | 98½    |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|           | (General Post Office.)    |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |

**CARLISLE TO EDINBURGH (VIA BIGGAR).** *Reverse.*—Reverse of Route 31 to Shottstown, where bear to *r.* at fork (d.p.); an unmistakable road to Biggar. At fork, a m. beyond, keep to *L.*, and about 1½ m. further turn sharp, at second turn, *r.*, over a stream into Culter. A m. beyond Lamington keep to *L.*, having rly. on *r.* Cross R. Clyde and join Route 32 before Abington.

## ROUTE 36. BIGGAR TO LANARK.

A connecting link between Routes 32 and 35 from the N. and E.

| Miles from Lanark. | Places on the Road.   | Mileage.        |                  | General description of the Road.                                                                                                                              |
|--------------------|-----------------------|-----------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                       | Inter-mediate.  | Total.           |                                                                                                                                                               |
| 12 $\frac{3}{4}$   | BIGGAR .....          | ...             | ...              | Leaving village southwards, keep to r. at for $\frac{3}{4}$ m. out, after passing rly. Descending road to this fork, then fairly level, crossing R. Clyde     |
| 9 $\frac{3}{4}$    | Symington Mill .....  | 3               |                  | At next fork again keep r. with ascent toward rly. (Symington Sta. lying to r.) and to junction with Lanark—Abington Road near St. John's Kirk. Capital road. |
| 8 $\frac{1}{4}$    | St. John's Kirk ..... | 1 $\frac{1}{2}$ | 4 $\frac{1}{2}$  | Proceed as on p. 40 to Lanark.                                                                                                                                |
|                    | <i>Join Route 32.</i> |                 |                  |                                                                                                                                                               |
|                    | LANARK .....          | 8 $\frac{1}{4}$ | 12 $\frac{3}{4}$ |                                                                                                                                                               |

**BIGGAR TO LANARK. Reverse.**—Reverse of Route 32 to fork at St. John's Kirk where bear l. Keep straight on after crossing R. Clyde, avoiding a road to r. On meeting Route 35 (on r.) bear l. towards Biggar.

## ROUTE 37. BIGGAR TO LEADBURN.

This route connects portions of Routes 31, 35, and 120. Capital surface throughout.

| Miles from Leadburn. | Places on the Road.          | Mileage.        |                  | General description of the Road.                                                                                                                                                              |
|----------------------|------------------------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                              | Inter-mediate.  | Total.           |                                                                                                                                                                                               |
| 17 $\frac{1}{4}$     | BIGGAR .....                 | ...             | ...              | Route 35 (p. 45) to Melbourne cross-roads.                                                                                                                                                    |
| 12 $\frac{1}{4}$     | Melbourne Cross-roads .....  | 5               | 5                | Here turn sharp r. with ascending road for about a m. followed by a steep descent for another m. with a gradient of 1 in 16 at one portion, and sharp ascent to the cross-roads at Harestanes |
| 10                   | Harestanes Cross-roads ..... | 2 $\frac{1}{4}$ | 7 $\frac{1}{4}$  | Turn sharp l. and proceed thence to Leadburn as in Route 31. Good surface to Harestanes and some excellent portions of road to Leadburn                                                       |
|                      | <i>Join Route 31.</i>        |                 |                  |                                                                                                                                                                                               |
|                      | LEADBURN (Inn.) .....        | 10              | 17 $\frac{1}{4}$ |                                                                                                                                                                                               |

**BIGGAR TO LEADBURN. Reverse.**—Reverse of Route 31 to Harestanes cross-roads where turn sharp r. and sharp l. at Melbourne cross-roads, 2 $\frac{1}{4}$  m. further; thence straight on to Biggar.

## ROUTE 38. BIGGAR TO CARLUKE.

narrow, hilly road to Carnwath, beyond which surface improves, but again becoming hilly before Carluke, with fair surface generally.

| Carluke. | Places on the Road.           | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                         |
|----------|-------------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                               | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1 1/2    | BIGGAR .....                  | ...            | ...    | From cross-road near S. end of town (where station road comes in on r.) proceeding northwards take road leaving to L., ascending. Keep to L. at fork and again to L. at next fork; winding road to Whitecastle, beyond which it passes through wooded land to Liberton. Cross R. Medwin, pass rly. and cross-road to Carnwath, in which turn sharp L. Hilly road from Biggar to Carnwath, but fair surface on the whole. |
| 1 1/2    | Liberton .....                | 5 3/4          |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 0        | Carnwath .....                | 2 3/4          | 8 1/2  | Descent from village and rise to rly., just beyond which keep L. Undulating for short distance and long easy decline to fork where keep r. Sharp rise and fall to bridge over Mouse Water, at which a long ascent begins, during which Route 83 is crossed at right angles. Undulating road from summit of hill for 1 1/2 m. with long descent into Carluke. Very fair surface.<br>(Routes 33 and 34 joined here).       |
| 5        | Bridge over Mouse Water ..... | 3              |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2 1/2    | Kilneadzw .....               | 3 1/2          |        |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|          | CARLUKE .....                 | 2 1/2          | 17 1/2 |                                                                                                                                                                                                                                                                                                                                                                                                                          |

**BIGGAR TO CARLUKE. Reverse.**—From centre of town facing southwards follow road to L. at fork ahead, keeping well to L. out of the town. At 3 1/2 m. out keep again to L. and pass over cross-roads beyond. At branch roads beyond Mouse Water bear L. In Carnwath, near centre of village, turn sharp r. and bear round to L. in Liberton. At fork beyond Whitecastle keep r. and again r. about 2 m. further.

## ROUTE 39. BIGGAR TO EDINBURGH.

(Via the Hill Road.)

less hilly and more frequented road from Nine-Mile-Burn into Edinburgh is that described in Routes 35 and 31. The Hill Road detailed below is much the more picturesque and interesting of the two, and is shorter, while the surface is good throughout, except on the hills. For branch road to Loganlee, see note below.

| Edinburgh. | Places on the Road.  | Mileage.       |        | General description of the Road.                                                                                            |
|------------|----------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------|
|            |                      | Inter-mediate. | Total. |                                                                                                                             |
| 1 1/2      | BIGGAR .....         | ...            | ...    | Route 35 to Nine-Mile-Burn.<br>At fork 1/2 m. further keep L., road pleasantly undulating with fine hard surface, for 3 m., |
| 5          | Nine-Mile-Burn ..... | 15 1/2         | 15 1/2 |                                                                                                                             |

## Route 39.

## BIGGAR TO EDINBURGH—continued.

| Miles from<br>Edinburgh | Places on the<br>Road.  | Mileage.                |       | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------|-------------------------|-------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                         | Inter-<br>medi-<br>ate. | Total |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                         | House of Muir Hill. ↓   |                         |       | after which it descends a long steep hill, which has a generally very loose and rough surface and turns awkwardly over a bridge at foot—care required. The battlefield of Rullion Green is passed on <i>l.</i> during descent. Easy rise from the bridge, through E. Howgate and for a m. beyond, passing Boghall. Quick descent, passing Hillend Farm on <i>l.</i> , to road junction.                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7                       | East Howgate..... ↓     | 6                       |       | Easy running through Bowbridge, and short sharp ascent to cross-roads at Fairmilehead Cottage. Fairly level road—broad and smooth—for some little distance, and long, steady, well-engineered descent, keeping to <i>l.</i> at fork towards Edinburgh, passing Braid Hills Hotel on <i>r.</i> and having tram lines; foot of hill near Morningside Road Sta. Stone setts in centre of road ascending steady rise to Churchill; follow tram lines along Bruntfield Pl., down to Lever St. and Home St. to Tollcross where keep well to <i>l.</i> along Earl Grey St. and down Lothian Rd. to Caledonian rly. sta. at W. end of Princes St. along which turn <i>r.</i> to General Post Office at E. end. Good surface on the whole from Nine Mile-Burn; stone setts rough in the city; portion of Princes St. paved with wood. |
| 5½                      | Hillend .....           | 1¾                      |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4½                      | Fairmilehead .....      | 1                       |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                         | ↓                       |                         |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3½                      | Braid Hills Hotel ..... | 1                       |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2¾                      | Morningside Road Sta.   | ½                       |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                         | ↓                       |                         |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| ¾                       | Princes Street Station  | 2                       |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                         | ↓                       |                         |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                         | <b>EDINBURGH</b> .....  | ¾                       | 28½   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                         | (General Post Office.)  |                         |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**BIGGAR TO EDINBURGH (VIA THE HILL ROAD).** *Reverse.*—From General Post Office proceed along Princes St. and at Caledonian rly. sta. follow tram lines to *l.* up Lothian Rd. to Tollcross, where bear *r.* up to Bruntfield Pl. keeping well to *l.* and still following tram lines down to Morningside Road Sta. and beyond. At fork roads past the sta. keep well to *r.*, presently passing Braid Hills Hotel on *l.* At fork at Hillend keep to *r.*, thence an unmistakable road by Howgate and House of Muir to Nine Mile-Burn. Reverse of Route 35 to Biggar.

**EDITOR'S NOTE.**—Road to Loganlee. From Flotterstane Br. at foot of House of Muir hill, a narrow road leaves to *r.* leading up one of the romantic valleys of the Pentland Hills and passing along the shores of two fine lochs which are used as reservoirs for the city water supply. This road is a very fair one and quite enjoyable to ride over to its extremity at Loganlee—a charming little open dell at the foot of the surrounding hills. Distance, about 4 m. from Flotterstane Br. to Loganlee.

# ROUTE 40. STRANRAER TO AYR.

(Via Kirkoswald and Bridge of Doon.)

Splendid road to Maybole, then hilly and only fair surface into Ayr. The easier and better road from Maybole to Ayr is by Minishant (Routes 49 and 44), but it misses Burns' Cottage and Alloway Kirk.

| Miles from Ayr.  | Places on the Road.               | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|-----------------------------------|-----------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                   | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 51 $\frac{1}{4}$ | STRANRAER .....<br>(Court House.) | ...             | ...              | From the George Hotel—site of the Old Cross of Stranraer, from which the m.s's. are said to be reckoned—proceed by George St. and Charlotte St. to Shore Rd. Keep straight on up easy rise over rly. Level for over 2 m. by shore of Loch Ryan with slight ascent towards Innermessan and dip towards village, in which turn sharp $\angle$ . Rise and fall beyond a bridge; keep to $\angle$ where road forks; undulating to Cairn Ryan. Very good surface on the whole.                                                                                                                                           |
| 48 $\frac{1}{2}$ | Innermessan.....                  | 2 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 45               | Cairn Ryan .....                  | 3 $\frac{1}{2}$ | 6 $\frac{1}{4}$  | Road still follows coast to 7th m.s. where a steep ascent of $\frac{1}{2}$ m. begins affording fine views over Loch Ryan. Ayrshire is entered at bridge over Galloway Burn, road falling to fork, where keep to $r$ . ascending the steep Glen App. The stiffest bit of road is towards the head of the Glen, beyond which there is a long, steep, winding descent towards Ballantrae, during which avoid all branch and cross-roads. Two sharp turns near foot of this hill—care required. Cross R. Stinchar and bear to $\angle$ into village ( $r$ ., Route 45) and keep $r$ . Good surface, except near summit. |
| 43               | Galloway Burn .....               | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 37 $\frac{1}{4}$ | Summit.....                       | 5 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 33 $\frac{1}{2}$ | Ballantrae.....                   | 4 $\frac{1}{4}$ | 17 $\frac{3}{4}$ | Over 2 m. of almost level road by the shore followed by the steep ascent over Bennane Head from top of which a beautiful view is obtained. Longer slope down to shore again and fairly level by Carleton Fishery to Lendalfoot. Good surface, except on ascent and descent at Bennane Head.                                                                                                                                                                                                                                                                                                                         |
| 28               | Carleton Fishery.....             | 5 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 27 $\frac{1}{4}$ | Lendalfoot .....                  | $\frac{3}{4}$   | 24               | Easy running for a m. followed by slight ascent and fall to another stretch of practically level road towards Girvan. On meeting Route 41 turn sharp $\angle$ into the town and keep to $r$ . on entering. Capital surface.                                                                                                                                                                                                                                                                                                                                                                                         |
| 24 $\frac{1}{4}$ | Ardwell .....                     | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 20 $\frac{3}{4}$ | Girvan .....                      | 3 $\frac{1}{2}$ | 30 $\frac{1}{2}$ | Proceed straight through the town, road bending to $r$ .; pass rly. sta. and under a br. keeping to $\angle$ at fork, and, after crossing R. Girvan, again to $\angle$ at fork roads. Cross rly. and proceed along the shore. At fork before the Milton Burn, 5 m. out, keep $\angle$ .; road turns inland and ascends long stiff hill to beyond Kirkoswald. Very good surface.                                                                                                                                                                                                                                     |



Route 40. **STRANRAER TO AYR**—*continued.*

| Miles from<br>Ayr. | Places on the<br>Road.                  | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------|-----------------------------------------|-------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                         | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 13                 | Kirkoswald .....                        | 7 $\frac{3}{4}$         | 38 $\frac{1}{4}$ | Avoid a road to <i>L.</i> beyond the village, road bending to <i>L.</i> about a $\frac{1}{4}$ m. further; easily undulating by Crossraguel Abbey and slight descent into Maybole, on entering which, Route 46 is joined on <i>r.</i> Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 10 $\frac{1}{2}$   | Crossraguel Abbey ...                   | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8 $\frac{1}{2}$    | Maybole .....                           | 2                       | 42 $\frac{3}{4}$ | Proceed along Whitehall St. and High St. passing Post Office on <i>L.</i> ; between the Castle and Parish Ch. turn <i>L.</i> at fork, bear round to <i>r.</i> and again keep <i>L.</i> at next branch road, and cross rly. A series of sharp rises and falls with descent to Culroy, beyond which there is a stiffish rise of $\frac{1}{2}$ m. Undulating for a short distance with steep winding descent to the Bridge of Doon, and Alloway Kirk. The latter portion of this hill is dangerous and should be carefully ridden. The "Auld Brig o' Doon" and Burns' Monument are seen to <i>r.</i> when crossing the river. Easy run into Ayr, passing Burns' Cottage on <i>L.</i> and joining Route 44 on <i>r.</i> about 1 $\frac{1}{2}$ m. further. Pass straight into the town, bending to <i>L.</i> in High St. to Town Hall. Surface only fair to Bridge of Doon, but improving into Ayr; bad paving in some of the Ayr streets. |
| 5 $\frac{1}{2}$    | Culroy .....                            | 3                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2 $\frac{3}{4}$    | Bridge of Doon .....<br>[Alloway Kirk.] | 2 $\frac{3}{4}$         |                  | (Routes 21, 23, 43, 44, 50, 51, 53, 54, 55, and 56 joined here).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2 $\frac{1}{4}$    | Burns' Cottage .....                    | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                    | Ayr .....<br>(Town Hall.)               | 2 $\frac{1}{4}$         | 51 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**STRANRAER TO AYR (VIA KIRKOSWALD AND BRIDGE OF DOON).** *Reverse.*—From Town Hall proceed along High St. and keep straight on, avoiding a road leaving *r.* to race course but bearing to *r.* at fork, beyond. At Bridge of Doon keep to *r.* and to *L.* during ascent, and keep again to *L.* at fork 2 m. beyond Culroy. On entering Maybole turn *L.* and *r.* into High St., leaving by Whitehall St. and keeping to *r.* at fork. At 3 m. beyond Kirkoswald bear *L.* and cross Milton Burn. Cross rly. before Girvan and bear round to *r.* and *L.* into the town. At 1 m. beyond centre of the town turn sharp *r.* and by coast to Ballantrae. At fork at end of village bear *r.* and cross river, keeping to *L.* at next fork. Winding road to head of Glen App. Keep to *r.* at fork—dangerous descent, and to *L.* at fork 2 m. down the glen. Road bends *r.* and *L.* before Innermessan, in which place turn sharp *r.* Enter Stranraer by Shore Rd. and Charlotte St. to George St.

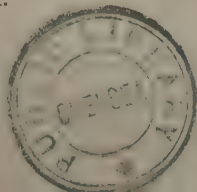
# ROUTE 41. NEWTON STEWART TO GIRVAN.

(Via Bargrennan.)

Good hill road, rising over open moorland and descending to the river valley at Barhill. Surface good, except for portions on the moorland, which are loose. See also Route 42.

| Miles from<br>Girvan. | Places on the<br>Road.  | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------|-------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                         | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 0                     | NEWTON STEWART ... ..   |                         |        | Proceed northwards by Victoria St., having river on <i>r.</i> , road bending round to <i>L.</i> , ascending. At Challoch fork-roads keep to <i>r.</i> ( <i>L.</i> , Route 42) with fall to a bridge near Castle Stewart and rise and fall by Penninghame House; thence an undulating road with slight ascent towards Bridge of Cree at Bargrennan Ch. At fork bear to <i>L.</i> ( <i>r.</i> , Route 44), stiff rise from the br. Very good surface.                                                                               |
| 8½                    | Challoch Fork-roads     | 2¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 6½                    | Penninghame House ...   | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 1½                    | Bargrennan Fork-roads   | 5                       | 9      | Long ascent over open moorland; road open and unfenced, passing county boundary near summit. Long descent with sharp fall at about 2 m. from summit and descent towards Barhill; at portions of the descent from the summit care is required. Cross the Duisk Burn and join Route 42, turning sharp <i>r.</i> towards Barhill. Surface soft in wet weather and loose in dry, but fair on the whole.                                                                                                                               |
| 2½                    | Barhill .....           | 9                       | 18     | Very undulating road with Duisk Burn on <i>r.</i> and rly. on <i>L.</i> to Pinwherry where the burn is crossed, and sta. passed on <i>L.</i> Descent to junction with Route 45 on <i>L.</i> , and undulating for over a m., avoiding a road to <i>r.</i> leading to Barr (5½ m.) with winding ascent to Pinmore Sta., where keep <i>L.</i> ( <i>r.</i> , Route 45), top of hill about ¾ m. beyond sta.; long quick descent to Girvan, joining Route 40 on <i>L.</i> Very fair between Barhill and Pinwherry and good into Girvan. |
| 8                     | Pinwherry Station ..... | 4½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4¾                    | Pinmore Station .....   | 3¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                       | GIRVAN .....            | 4¾                      | 30½    | (Routes 40, 43, 46, and 47 joined here.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                       | (Town Hall.)            |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

NEWTON STEWART TO GIRVAN (VIA BARGRENNAN). *Reverse*.—Proceed southwards straight out of the town. At Daljarrock fork before Pinwherry sta., keep *L.* and turn *r.* across the stream beyond the sta. Beyond Barhill bear sharp *L.* again crossing stream, and keep to *r.* about a m. further. At Bargrennan branch-roads bear *r.* crossing R. Cree; bear to *L.* at Challoch and avoid a road to *r.* beyond, having river on *L.* into Newton Stewart.



## ROUTE 42. NEWTON STEWART TO GIRVAN.

(Via "The Snap.")

Route 41 is easier between Challoch and Barhill, and the surface is better. Route 42 hardly ascends so high on the moors as 41, but rises and falls over several sharp, short hills; it is very bleak, but has a certain wild picturesqueness.

| Miles from<br>Girvan. | Places on the<br>Road.             | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                              |
|-----------------------|------------------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                    | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                               |
| 30                    | NEWTON STEWART ...<br>(Town Hall.) | ...                     | ...              | Route 41 to Challoch fork-roads.                                                                                                                                                                                                                                                                                              |
| 28                    | Challoch Fork-roads<br>↑           | 2                       | 2                | Keep to <i>L.</i> , steep ascent for 2 m., passing through Glenrazie Wood at one portion, and fall of $\frac{1}{2}$ m. towards Garwachie Loch, then an undulating road chiefly on the ascent to "The Snap."<br>Loose surface.                                                                                                 |
| 22 $\frac{1}{2}$      | Knowe, or "The Snap"               | 5 $\frac{1}{2}$         | 7 $\frac{1}{2}$  | Keep <i>L.</i> just beyond the hamlet, and to <i>r.</i> where road forks, about $\frac{1}{2}$ m. further. Ascending road from Knowe with decline near Loch Maberry (on <i>L.</i> ) and Loch Dornal (on <i>r.</i> ) and an undulating descent to Lochton and towards Barhill. Route 41 joined on <i>r.</i> before the village. |
| 14 $\frac{1}{2}$      | Lochton .....                      | 8                       |                  | Surface rather rough after Knowe but improving on the descent towards Barhill. To Girvan as in Route 41.                                                                                                                                                                                                                      |
| 12 $\frac{1}{2}$      | Barhill ..                         | 2                       | 17 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                               |
|                       | GIRVAN .....                       | 12 $\frac{1}{2}$        | 30               |                                                                                                                                                                                                                                                                                                                               |
|                       | (Town Hall.)                       |                         |                  |                                                                                                                                                                                                                                                                                                                               |

**NEWTON STEWART TO GIRVAN (VIA "THE SNAP").** *Reverse.*—Reverse of Route 41 to Barhill. Keep straight on up the valley having the stream on *L.*, and keep to *r.* where road forks. Pass between Lochs Maberry and Dornal and keep to *L.* on descent towards Challoch. Thence as reverse of Route 41 to Newton Stewart.

## ROUTE 43. GIRVAN TO AYR.

(Via the Coast.)

A hilly and picturesque road, but innocent of a single inn or hotel. The surface is of a soft and sandy nature in parts, but may be considered fair on the whole.

| Miles from<br>Ayr. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                            |
|--------------------|------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                             |
| 22 $\frac{1}{2}$   | GIRVAN .....           | ...                     | ...    | Route 40 for 5 m.                                                                                                                                           |
|                    | (Town Hall.)           |                         |        |                                                                                                                                                             |
| 17 $\frac{1}{2}$   | Fork-roads .....       | 5                       | 5      | Keep <i>L.</i> , easily undulating to Maidens—a fishing village. Here turn <i>r.</i> , ascending a steep hill through the wooded grounds of Culzean Castle. |
| 15 $\frac{1}{2}$   | Maidens.....           | 2                       |        |                                                                                                                                                             |

## oute 43.

GIRVAN TO AYR—*continued.*

| <i>Ayr.</i> | <i>Places on the Road.</i>                 | <i>Mileage.</i>         |        | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------|--------------------------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|             |                                            | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 1½          | Branch-roads .....<br><br>[Dunmure 15½ m.] | 4½                      |        | After a m. road not so steep but ascending more gradually for 1½ m., beyond which it again rises rather steeply. At 11½ m., after leaving the woods sharp turn <i>L.</i> with descent to a small stream. Sharp rise and fall beyond, road curving towards shore again. A steep descent during this portion is dangerous and requires care. After 14½ m. a road to <i>L.</i> forms a loop by Dunmure village and castle ruins rejoining main road at 16 m. Sharp descent by Lagg and quick fall to R. Doon, turning <i>L.</i> Level into Ayr. To avoid the rough paving in Sandgate St. bear to <i>r.</i> near race course joining Route 40 a short distance beyond, and proceeding into High St. Fair surface; rough in parts and loose on the sharp hills in dry weather. |
| 5½          | Lagg .....                                 | 6                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2           | Doon Bridge.....                           | 3½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|             | Ayr .....<br>(Town Hall.)                  | 2                       | 22½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**IRVAN TO AYR (VIA THE COAST).** *Reverse.*—From Town Hall bear to *r.* in High St. and keep straight on bearing to *r.* along race course road, having race course on *L.*, and turn *L.* on joining coast road. Turn *r.* on ascent from Doon Br. and keep *L.* a m. beyond Lagg (*r.*, to Dunvere), at 11½ m. out turn sharp *r.* through Culzean Woods and keep *r.* on descent towards Maidens, where bear *L.* along coast to Girvan.

## OUTE 44. NEWTON STEWART TO AYR.

(Via Straiton.)

An excellent road to Bargrennan and then a very rough road over the high open moorland and down to Tairlaw Br. Good to Straiton and excellent into Ayr. The old direct road between Rowantree and Maybole is now almost disused and is not fit for cycling.

| <i>Ayr.</i> | <i>Places on the Road.</i>         | <i>Mileage.</i>         |        | <i>General description of the Road.</i>                                                                                                                                                                                                                                                         |
|-------------|------------------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|             |                                    | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                 |
| ½           | NEWTON STEWART ...<br>(Town Hall.) | ...                     | ...    | Route 41 to Bargrennan fork-roads.                                                                                                                                                                                                                                                              |
| ½           | Bargrennan Fork-<br>roads .....    | 9                       | 9      | Keep to <i>r.</i> , with steady ascent for 5 m., then undulating towards county boundary and Loch Moan, with steady rise to fork at Rowantree where keep to <i>r.</i> ; descent to Water of Minnoch from which road rises steeply for 2½ m. to summit at over 1400 feet. A long, winding, steep |
| ¼           | Rowantree Fork-<br>roads .....     | 9½                      |        |                                                                                                                                                                                                                                                                                                 |

Route 44. **NEWTON STEWART TO AYR**—*continued.*

| <i>Miles from Ayr.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                          |
|------------------------|----------------------------|-----------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                  |
| 23                     | Summit.....<br>↓           | 3 $\frac{1}{2}$       |                  | descent for 5 $\frac{1}{2}$ m. towards Tairlaw Br. with steepish dip to the br. and dangerous bend undulating into Straiton. Bad road between Bargrennan and Tairlaw Br. but greatly improving into Straiton.                                                                                                                                                                    |
| 17 $\frac{1}{2}$       | Tairlaw Bridge .....       | 5 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                  |
| 14 $\frac{1}{2}$       | Straiton .....             | 3                     | 30               | At fork beyond village bear r.; fairly level run for about 1 $\frac{1}{2}$ m., then an undulating descent towards Kirkmichael which should be ridden carefully owing to awkward hills at the bridges. Good surface.                                                                                                                                                              |
| 10                     | Kirkmichael .....          | 4 $\frac{1}{2}$       | 34 $\frac{1}{2}$ | Turn sharp l. in village; hilly for 1 $\frac{1}{2}$ m. to fork where keep r.; gentle undulating road, crossing Route 49, by Cassillis Sta. and Minishant, from which there is a capital run into Ayr. Avoid all cross and branch roads and join Route 40 on l. before Ayr. Keep straight on into High St., in which bear to l. to Town Hall. Very good surface from Kirkmichael. |
| 6 $\frac{1}{4}$        | Cassillis Station .....    | 3 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                  |
| 5 $\frac{1}{2}$        | Minishant .....            | $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                  |
|                        | Ayr .....                  | 5 $\frac{1}{2}$       | 44 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                  |
|                        | (Town Hall.)               |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                  |

**NEWTON STEWART TO AYR (VIA STRAITON).** *Reverse.*—From Town Hall leave by High St. bending to r., and keeping straight on. At 1 m. out turn to l. having rly. on. Keep again to l. beyond Minishant, and avoiding all cross roads, again to l. before Kirkmichael, in which village turn sharp r. down to a br. Bear to l. into Straiton and to r. on leaving. Unmistakable road over the high moors to Bargrennan and from thence as in reverse of Route 41 to Newton Stewart.

**ROUTE 45. BALLANTRAE TO MAYBOLE.**

(Via Pinmore Sta. and Old Dailly.)

A connecting link between Routes 40, 41, and 47. Maybole may also be reached by Route 40 to Girvan and thence by Routes 46 or 47.

| <i>Miles from Maybole.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                           |
|----------------------------|----------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                   |
| 30 $\frac{1}{2}$           | BALLANTRAE .....           | ...                   | ...           | Proceed up N. bank of R. Stinchar; undulating road by Knockdolian to Colmonell in which village turn l.; road continuing to undulate l. the bank of R. Stinchar, then fairly level to junction with Route 41 N. of Pinwherry Sta. |
| 25 $\frac{1}{4}$           | Colmonell .....            | 5 $\frac{1}{4}$       |               |                                                                                                                                                                                                                                   |
| 21 $\frac{1}{2}$           | Road junction .....        | 3 $\frac{3}{4}$       |               |                                                                                                                                                                                                                                   |



# Route 45. BALLANTRAE TO MAYBOLE—continued.

| Maybole. | Places on the Road.   | Mileage.         |                  | General description of the Road.                                                                                                                                                                                                                                           |
|----------|-----------------------|------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                       | Inter-mediate.   | Total.           |                                                                                                                                                                                                                                                                            |
| 43       | Pinmore Station ..... | 2 $\frac{3}{4}$  |                  | (which lies on <i>r.</i> ). Ascent towards Pinmore Sta. beyond which bear to <i>r.</i> at fork ( <i>L.</i> to Girvan, Route 41). Ascending road to Traqueer and falling to Old Dailly where turn sharp <i>r.</i> Good surface to Pinmore Sta. and very fair to Old Dailly. |
| 41       | Old Dailly.....       | 7 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                            |
|          | MAYBOLE .....         | 11 $\frac{1}{4}$ | 30 $\frac{1}{2}$ | Route 47 to Maybole.                                                                                                                                                                                                                                                       |

**BALLANTRAE TO MAYBOLE** *Reverse.*—Reverse of Route 47 to Old Dailly. Turn sharp *L.*, and to *r.* at fork. At Pinmore Sta. bear *L.* and to *r.* at fork 2 $\frac{1}{2}$ m. further. In Colmonell bear to *r.*, then *L.* and follow R. Stinchar to Ballantrae.

## ROUTE 46. GIRVAN TO MAYBOLE.

(Via Dailly Station.)

Dailly road, but with fair surface all the way. Route 47 is an alternative road between Girvan and Maybole, as, also, is Route 40.

| Maybole. | Places on the Road.     | Mileage.        |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------|-------------------------|-----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                         | Inter-mediate.  | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|          | GIRVAN .....            | ...             | ...    | Leave at N. end of the town passing rly. sta., and keep straight on ( <i>r.</i> , Route 47). Cross Girvan Water and turn sharply to <i>r.</i> ( <i>L.</i> , Route 40). Stiff ascent towards Killochan Sta., beyond which road dips, again ascending towards Craighead and downhill to Dailly Sta. Undulating to Kilkerran Sta. and, alongside rly., towards Maybole. Ascent into the town, joining Route 40 on entering. Very fair surface throughout. |
|          | (Town Hall.)            |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 41       | Killochan Station ..... | 2 $\frac{3}{4}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 44       | Craighead .....         | 1               |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 43       | Dailly Station .....    | 2               |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 42       | Kilkerran Station ..... | 2 $\frac{1}{2}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|          | MAYBOLE .....           | 4 $\frac{3}{4}$ | 13     |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**GIRVAN TO MAYBOLE (VIA DAILLY STA.)** *Reverse.*—Leave by Whitehall St. and keep to *L.* at fork before rly. Unmistakable road to Girvan, beside rly. line.

## ROUTE 47. GIRVAN TO MAYBOLE.

(Via Old and New Daillys).

A pleasant undulating road by R. Girvan. Surface good throughout.

| Miles from Maybole. | Places on the Road.                                | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------|----------------------------------------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                                    | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 14                  | GIRVAN .....<br>(Town Hall.)                       | ...            | ...    | Leave by N. end of town, passing rly. sta., and turn to <i>r.</i> leaving R. Girvan on <i>l.</i> ; undulating road to Old Dailly, where Route 45 joins on <i>r.</i> Ascent, through wooded land for about $1\frac{1}{2}$ m. then falling towards New Dailly, which is passed on <i>l.</i> Keep straight on, having river on <i>l.</i> and bearing to <i>l.</i> at fork. Cross and re-cross the river and keep again to <i>l.</i> at next fork ( <i>r.</i> , i.e. Routes 44 and 48), bear sharply to <i>l.</i> in Crosshill thence an easily undulating road towards Maybole. Good surface on the whole. |
| 11                  | Old Dailly .....<br>[New Dailly $3\frac{1}{4}$ m.] | 3              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4                   | Fork-roads .....                                   | 7              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3                   | Crosshill .....                                    | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                     | MAYBOLE .....                                      | 3              | 14     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**GIRVAN TO MAYBOLE (VIA OLD AND NEW DAILLYS.)** *Reverse.*—From High St. proceed into Cassillis Rd. and beyond E. Church, bear to *r.*, sharply, then bear round to *l.* Avoiding all branch roads, cross Water of Girvan to Crosshill, in which turn sharp *r.* Cross Water of Girvan twice, and keep *r.* at fork a m. beyond the second crossing River on *r.* down into Girvan; bear sharp *l.* before entering town.

## ROUTE 48. STRAITON TO MAYBOLE.

(Via Crosshill.)

A connecting link between Routes 44 and 47; good surface throughout. If going westwards towards Girvan and the coast, keep straight on at Cloyntie cross-roads, thence by reverse of Route 47.

| Miles from Maybole. | Places on the Road.  | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                   |
|---------------------|----------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                      | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                    |
| 7                   | STRAITON .....<br>↑  | ...            | ...    | Leaving the village westwards, cross the Lamdoughty Burn, keep to <i>l.</i> at fork, and cross the Water of Girvan ( <i>r.</i> , at fork, Route 44). Steep ascent from the bridge followed by long descent to the cross-roads, where turn sharp <i>r.</i> Crosshill. Good surface. |
| 4                   | Cloyntie Cross-roads | 3              |        |                                                                                                                                                                                                                                                                                    |
| 3                   | Crosshill .....      | 1              |        |                                                                                                                                                                                                                                                                                    |
|                     | MAYBOLE .....        | 3              | 7      | Pass through village and re-cross Water of Girvan Route 47 into Maybole.                                                                                                                                                                                                           |

**RAITON TO MAYBOLE (VIA CROSSHILL).** *Reverse.*—Reverse of Route 47 to Crosshill, and pass straight through that village. At cross-roads turn sharp *l.*; unmistakable to Straiton.

## ROUTE 49. MAYBOLE TO COYLTON.

direct connection, towards N.E., between Maybole and the country traversed by Route 50. Narrow road with good surface throughout.

| <i>Coylton.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------|----------------------------|-----------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                 | MAYBOLE .....              | ...                   | ...           | Leave by Cassillis Rd., passing E. Church on <i>l.</i> and having rly. on <i>l.</i> for a short distance. Avoid a branch road to <i>r.</i> leading to Kirkmichael. Descending road for $1\frac{3}{4}$ m.; keep to <i>r.</i> at fork, to cross-roads, where Route 44 is passed. Going straight on, passing d.p., and the grounds of Cassillis House on <i>l.</i> , by rising ground. Descent towards R. Doon and Dalrymple. Good surface. |
| $\frac{1}{2}$   | Cross-roads .. .. .        | $2\frac{1}{2}$        |               |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                 | Dalrymple.....             | $2\frac{1}{2}$        | 5             | Bear round to <i>r.</i> in village and to <i>l.</i> at old toll house and Free Ch., keeping both on <i>r.</i> and passing under viaduct to junction with Route 21, where keep <i>r.</i> , then <i>l.</i> a short distance farther having Martnaham Loch on <i>r.</i> ; undulating to Coylton, before which, on meeting Route 50, bear to <i>r.</i> Good surface.                                                                         |
|                 | COYLTON .....              | 6                     | 11            |                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**MAYBOLE TO COYLTON.** *Reverse.*—Proceed W. for short distance along Route 50, then sharp *l.*, passing manse. Bear to *l.* at fork when crossing Route 21 and at Dalrymple pass Free Ch. on *l.* and bear *r.* then round to *l.* into the village, crossing R. Doon beyond, and keep well to *r.* at fork-roads. Pass straight over cross-roads before Maybole.

## ROUTE 50. CUMNOCK TO AYR.

A capital road, with easy gradients and very good surface.

| <i>Ayr.</i>   | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                |
|---------------|----------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|               |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{1}{2}$ | CUMNOCK .....              | ...                   | ...           | Leaving with Black Bull Inn on <i>l.</i> and Parish Kirk and Square on <i>r.</i> proceed southwards a short distance and turn sharply <i>r.</i> down Ayr Rd. Slight upward tendency for first 2 m., then an undulating road to Ochiltree, crossing the Burnock Water and rising into the village, where bear <i>l.</i> and pass straight through thereafter, avoiding branch roads. Very good surface. |

## Route 50.

## CUMNOCK TO AYR—continued.

| Miles from<br>Ayr. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                             |
|--------------------|------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                              |
| 11½                | Ochiltree .....        | 4½                      | 4½     | Ascending road for over a m., easy; fairly level for another m., and descending to Water of Coyle with slight upward tendency to Coylton. Avoid all branch and cross-roads between Ochiltree and Coylton. Very good surface. |
| 6                  | Coylton .....          | 5½                      | 9¾     | Route 49 leaves on L. beyond the village.                                                                                                                                                                                    |
| 5¼                 | Joppa .....            | ¾                       |        | Undulating road with downward tendency on the whole towards Ayr. Capital surface on the whole; rather lumpy into Ayr. Enter passing rly. sta. and joining Route 21; bear r., having                                          |
| 3¼                 | Bellston .....         | 2                       |        | sta. on r., towards High St., in which bear to                                                                                                                                                                               |
| 1½                 | Holmston .....         | 1¾                      |        | to Town Hall.                                                                                                                                                                                                                |
|                    | Ayr .....              | 1½                      | 15¾    |                                                                                                                                                                                                                              |
|                    | (Town Hall.)           |                         |        |                                                                                                                                                                                                                              |

**CUMNOCK TO AYR. Reverse.**—Proceeding along High St. bear to L. towards rly. sta. and, passing rly., keep well to L. At Bellston keep to r. at both branch roads and straight on in Coylton. Keep to r. again 4 m. further and also to r. at fork to Ochiltree; thence straight on to Cumnock.

## ROUTE 51.

## AYR TO LANARK.

On the whole a good road with capital surface almost throughout. Hilly, however, in places and very undulating, especially before Sorn. Beautiful scenery in parts.

| Miles from<br>Lanark. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------|------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                      |
| 46½                   | Ayr .....              | ...                     | ...    | Cross R. Ayr by the New Br., turn to r. along River St., then bear slightly L. into George St. being careful to avoid streets branching to L. and r. Cross rly.; fairly level to Whitletts where keep to r. (L., Route 54) and straight on to Annbank Sta.; undulating road. Ascent to Cairngillan with fall towards Failford and re-ascending road to Mauchline. Very good surface. |
| 44¾                   | Whitletts .....        | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                      |
| 41½                   | Annbank Station .....  | 3¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                      |
| 39¾                   | Cairngillan .....      | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                      |
| 38                    | Failford .....         | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                      |
| 35½                   | Mauchline .....        | 2½                      | 11     | Here Route 20 is crossed. From the Cross pass up through the Loan Green, by Public School, to top of the hill; stiffish climb. An undulating descending road towards Sorn with steep descent before reaching the village. Good out of Mauchline, but deteriorating towards Sorn.                                                                                                     |
| 31½                   | Sorn .....             | 4                       | 15     | Stiff ascent, beyond the village, up Dalgain Brae and onward over an undulating road, through unenclosed moorland, with steep descent                                                                                                                                                                                                                                                |

oute 51.

## AYR TO LANARK—continued.

| Lanark. | Places on the Road.   | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------|-----------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         |                       | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|         | Road junction .....   | 7½             |        | Limerhaugh Brae, to junction, on r., with Route 52 at Wellwood Toll, and still undulating into Muirkirk. Fair surface over the moor and improving towards Muirkirk.                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|         | Muirkirk .....        | 2              | 24½    | Keep well to r. in village (road to L., see note). Gradually ascending road for over 3 m. with gentle fall towards Douglas; rly. runs beside road a greater part of the way. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                     |
|         | Douglas .....         | 10             | 34½    | Pass straight through the village, road ascending, then falling towards Douglas Mill and junction with Route 1, along which Route proceed for over ¼ m. and keep to r. at fork. Ascent to plantation at Stonehill where avoid a road leading to L. towards Sandilands Sta., and keep straight on—an undulating road to Hyndford Br., where Route 32 is met. Turn sharp L. over the br. Ascending from the br. keep to L. at fork and undulating towards Lanark. Keep again to L. at next fork (r., to rly. sta.) and descend carefully into the town to the cross where roads meet. Good surface on the whole. |
|         | Douglas Mill .....    | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|         | Rigside .....         | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|         | Hyndford Bridge ..... | 5½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|         | LANARK (Cross.) ..... | 2¾             | 46½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

R TO LANARK. *Reverse.*—From the cross proceed straight up out of the town and when over Hyndford Br. turn sharp r. Beyond Douglas Mill keep to r. at fork and to r. again over the Glespin Burn beyond Douglas; winding road by the rly. to Muirkirk. At fork 2½ m. beyond keep to r. and again to r. at fork beyond Sorn, avoiding a road leading sharply to r., over the moors, just before this fork. Straight over cross-roads at Mauchline, and then keep r.; bear to L. at fork before Fulford, keep to r. about 3 m. further, then unmistakable to Ayr.

EDITOR'S NOTE.—The road going northwards from Muirkirk for Strathaven is fair for a short distance out of Muirkirk, bad over the watershed, and again fairly good riding down towards Strathaven. This road is the only direct communication between the two places.

## ROUTE 52. CUMNOCK TO MUIRKIRK.

Direct link between Routes 50 and 51 from Cumnock. A very undulating road, with at least two sharp hills, but possessing very fair surface.

| Muirkirk. | Places on the Road.   | Mileage.       |        | General description of the Road.                                                                                                              |
|-----------|-----------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------|
|           |                       | Inter-mediate. | Total. |                                                                                                                                               |
|           | CUMNOCK .....         | ...            | ...    | Where roads join at N. end of the town proceed due E. up a steep ascent towards rly. sta., and pass under rly.; easy ascent to road junction. |
|           | ↑ Cumnock Station ... | ¾              |        |                                                                                                                                               |



## Route 52.

**CUMNOCK TO MUIRKIRK**—*continued.*

| <i>Miles from Muirkirk.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------|----------------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                             | ↓                          |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8                           | Lugar .....                | 1 $\frac{1}{4}$       |               | Keep to <i>L.</i> down a steep hill with awkward turn at foot; a fairly level stretch into Lugar. Iron works passed on <i>L.</i> , beyond which there is a long ascent, thence undulating road to Boghead Brae which should be carefully ridden, and an undulating road to Wellwood Row and R. Ayr with a slight upward inclination to junction with Route 51. Easy running into Muirkirk. Fairly good surface throughout. |
| 6                           | Carbellaw Row .....        | 2                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                             | ↓                          |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2 $\frac{3}{4}$             | Wellwood Row .....         | 3 $\frac{1}{4}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                           | Road junction .....        | $\frac{3}{4}$         |               |                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                             | MUIRKIRK .....             | 2                     | 10            |                                                                                                                                                                                                                                                                                                                                                                                                                            |

**CUMNOCK TO MUIRKIRK.** *Reverse.*—Going S. W., having river on *L.*, at fork 2 m. out keep *L.*; thence unmistakable to Cumnock.

**ROUTE 53.****MAUCHLINE TO AYR.**

(Via Tarbolton.)

The direct road is, of course, by Route 51, the route detailed below being given purely on account of its access to Tarbolton—a village made famous by Burns.

| <i>Miles from Ayr.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                    |
|------------------------|----------------------------|-----------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                            |
| 12 $\frac{1}{2}$       | MAUCHLINE .....            | ...                   | ...              | Leave Mauchline northwards as in Route 20 stiffish ascent; keep to <i>L.</i> at fork roads, pass over rly. tunnel, undulating, then sharp fall to cross-roads where keep straight on, and over Water of Fail, to Tarbolton. Fairly good surface from Mauchline fork-roads. |
|                        | ↓                          |                       |                  |                                                                                                                                                                                                                                                                            |
| 7 $\frac{1}{4}$        | Tarbolton .....            | 5                     | 5                | Keep straight on over cross-roads, village lying on <i>L.</i> , and join Route 54 1 $\frac{3}{4}$ m. further, proceeding by reverse of that Route into Ayr—an excellent road.                                                                                              |
| 5 $\frac{1}{2}$        | Road junction .....        | 1 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                            |
|                        | Ayr .....                  | 5 $\frac{1}{2}$       | 12 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                            |
|                        | (Town Hall.)               |                       |                  |                                                                                                                                                                                                                                                                            |

**MAUCHLINE TO AYR (VIA TARBOLTON).** *Reverse.*—Route 54 for 5 $\frac{1}{2}$  m., where keep *r.* at fork. Over cross-roads at Tarbolton, and over rly. tunnel before meeting Route 20 N. Mauchline.

# ROUTE 54. AYR TO GALSTON.

hilly road, with good surface throughout. Forms a direct link from Ayr with Route 59, eastward, to Hamilton, etc.

| Miles from Galston. | Places on the Road.       | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------|---------------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                           | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 $\frac{1}{4}$     | Ayr .....<br>(Town Hall.) | ...             | ...              | Route 51 for 1 $\frac{3}{4}$ m.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3                   | Whitletts .....           | 1 $\frac{3}{4}$ |                  | At fork here bear to <i>l.</i> ; good running to Sandyford cross-roads, beyond which there is a rise and fall then long ascent, and at fork 5 $\frac{1}{2}$ m. out keep to <i>l.</i> ( <i>r.</i> , Route 53). Descend towards Fail Monastery with upward tendency past the Mains, and to <i>r.</i> at fork. Undulating road to five road-ends and descending to the Cessnock Water. Route 20 crossed beyond, and rly. passed, with ascent and descent before Galston. Good surface.<br>(Route 59 joined here.) |
| 9 $\frac{1}{4}$     | Fork-roads .....          | 3 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 $\frac{1}{2}$     | Fail Monastery.....       | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4                   | Five Road-ends ...        | 3 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 $\frac{1}{2}$     | Cross-roads .....         | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                     | GALSTON .....             | 2 $\frac{1}{2}$ | 14 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

AYR TO GALSTON. *Reverse.*—Turn sharp *l.*, southwards, at W. end of village and keep to *r.* at fork. Bear slightly to *r.* at five road-ends and again to *r.* near Fail Monastery. Keep to *l.* at fork on descent beyond and straight on towards Ayr.

# ROUTE 55. AYR TO GLASGOW.

very fine main road with excellent surface. The inclines are very well engineered and therefore easy to ride in either direction.

| Miles from Glasgow. | Places on the Road.        | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------|----------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                            | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2 $\frac{3}{4}$     | Ayr .....<br>(Town Hall.)  | ...             | ...              | Cross R. Ayr by New Br. and proceed by Main St. and New Rd., crossing rly.; easy running to Prestwick, having rly. on <i>l.</i> , and towards Monkton. Avoid two branch-roads to <i>r.</i> in village and bear to <i>r.</i> at fork ( <i>l.</i> , Route 56). Long straight easy ascent towards the cross-roads at Bogend and a capital downhill run into Riccarton, where bear <i>l.</i> , crossing R. Irvine, into Kilmarnock. Excellent surface all the way; rough paving in Kilmarnock. |
| 5 $\frac{1}{4}$     | Prestwick .....            | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3 $\frac{3}{4}$     | Monkton .....              | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 5 $\frac{1}{4}$     | Bogend Cross-roads         | 3 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                   | Riccarton .....            | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 1                   | Kilmarnock ...<br>(Cross.) | 1               | 11 $\frac{3}{4}$ | Route 20 (p. 24) to Glasgow.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | GLASGOW .....              | 21              | 32 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                     | (Royal Exchange.)          |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**AYR TO GLASGOW.** *Reverse.*—Reverse of Route 20 to Kilmarnock. Bear to *r.*, then unmistakably to Monkton, where bear to *L.* through village, but avoid branch-roads on *L.*; rly. on *r.* towards Ayr.

## ROUTE 56. AYR TO ARDROSSAN.

A splendid road, with excellent surface and no gradients worth speaking of. This is the most direct route, there being no road by the coast from Irvine.

| Miles from<br>Ardrossan. | Places on the<br>Road.         | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                            |
|--------------------------|--------------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                             |
| 20                       | Ayr .....<br>(Town Hall.)      | ...                     | ...    | Route 55 to Monkton.                                                                                                                                                                                                                                                        |
| 16                       | Monkton .....                  | 4                       | 4      | Keep to <i>L.</i> in village; slightly ascending road for 2½ m., then downhill to Loans, where Route 55 is joined; undulating very slightly to Irvine. An excellent bit of road.                                                                                            |
| 13¾                      | Loans... ..                    | 2¾                      |        |                                                                                                                                                                                                                                                                             |
| 8½                       | Irvine .....<br>(High Street.) | 5½                      | 11½    | Turn to <i>r.</i> in the town, cross river, and turn sharply <i>L.</i> on meeting Route 58. Straight and fairly level road to Kilwinning. Bear to <i>L.</i> in that town and cross R. Garnock. Excellent surface.                                                           |
| 5½                       | Kilwinning .....<br>(Cross.)   | 3                       | 14½    | Rly. sta. passed on <i>r.</i> ; bear <i>L.</i> ; practically level towards Stevenston with descent into the town.                                                                                                                                                           |
| 2¾                       | Stevenston ..... ↓             | 2¾                      |        | Keep straight on through the town ( <i>a</i> ) to Saltcoats—level—and bear round to <i>r.</i> in that town, passing harbour on <i>L.</i> and thence by the coast into Ardrossan, having rly. on <i>r.</i> Good surface; rough paving in the towns, especially in Saltcoats. |
| 1½                       | Saltcoats .....                | 1½                      |        |                                                                                                                                                                                                                                                                             |
|                          | ARDROSSAN .....                | 1½                      | 20     |                                                                                                                                                                                                                                                                             |

**AYR TO ARDROSSAN.** *Reverse.*—By coast, rly. on *L.*, to Saltcoats, in which bear round to *L.* and pass straight through Stevenston. To *r.* at rly. sta. before Kilwinning and keep again to *r.* after crossing R. Garnock. In Irvine turn sharp *r.*, crossing river beyond which turn sharp *L.* About a m. further keep to *r.* and pass over cross roads at Loans. Reverse of Route 55 from Monkton.

(*a*) To avoid the narrow street of Saltcoats and the bad paving in that town, the high road may be taken to Ardrossan. Turn to *r.* at cross-roads in Stevenston and at cross-roads near rly., 2 m. further, bear *L.* to Ardrossan, having North Bay on *r.* This is a hillier road, but the surface is good. Distance—2¾ m.

## ROUTE 57. KILMARNOCK TO TROON.

tortuous route, but with easy gradients and good surface on the whole. See note below, regarding the direct road after Dundonald.

| Troon.          | Places on the Road.        | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------|----------------------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 |                            | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 0 $\frac{1}{2}$ | Kilmarnock ...<br>(Cross.) | ...             | ...              | Proceeding S. by King St., turn sharp <i>r.</i> into St. Marnock St., then <i>l.</i> into Dundonald Rd. and keep to <i>r.</i> at fork. Slight ascent over rly. br., and bear to <i>l.</i> beyond; fairly level to Gatehead. Good surface.                                                                                                                                                                                                                                                           |
| 3 $\frac{1}{4}$ | Gatehead .....             | 2 $\frac{3}{4}$ | 2 $\frac{3}{4}$  | Keep to <i>l.</i> over rly. level crossing and over R. Irvine, descent and ascent, and keep to <i>l.</i> at fork, 1 $\frac{1}{2}$ m. from Gatehead. On meeting road at right angles, at N. end of Dundonald, turn sharp <i>r.</i> (not entering the village) then take first road to <i>l.</i> , passing through wooded land to junction with Route 56, where turn sharp <i>l.</i> , following reverse of that route to Loans. Variable surface to junction with Route 56, then very good to Loans. |
| 1 $\frac{1}{2}$ | [Dundonald.]               | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1 $\frac{1}{4}$ | Parkthorn .....            | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3 $\frac{1}{4}$ | Road junction .....        | 1               |                  | Turn sharp <i>r.</i> at cross-roads with gentle descent—excepting rise and fall over rly.—to Troon. Good surface.                                                                                                                                                                                                                                                                                                                                                                                   |
| 2               | Loans .....                | 1 $\frac{1}{4}$ | 8 $\frac{1}{2}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                 | Troon Station .....        | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                 | TROON .....                | 1               | 10 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**KILMARNOCK TO TROON. Reverse.**—Leaving the town N.E. with a rly. line on *l.* road presently bears to *r.*, passing Troon Sta. At Loans turn sharp *l.* and turn to *r.* 1 $\frac{1}{4}$  m. further. On meeting a road at right angles turn *r.* towards Dundonald, but before entering that village turn to *l.* by a winding road to Gatehead, where bear *r.* and keep to *l.* towards Kilmarnock, entering the town by Dundonald Rd. and St. Marnock St. to King St.

**EDITOR'S NOTE.**—The direct road between Dundonald and Loans is not recommended. The gradients are severe and the surface rough. The easier road detailed above is only 1 $\frac{1}{2}$  m. longer.

## ROUTE 58. KILMARNOCK TO IRVINE.

direct connection between Kilmarnock and the coast road, Route 56. An undulating road with excellent surface.

| Irvine.         | Places on the Road.        | Mileage.        |        | General description of the Road.                                                                                                                                                                                                                         |
|-----------------|----------------------------|-----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 |                            | Inter-mediate.  | Total. |                                                                                                                                                                                                                                                          |
| 4 $\frac{1}{2}$ | Kilmarnock ...<br>(Cross.) | ...             | ...    | Proceeding by King St., turn sharp <i>r.</i> into St. Marnock St. and keep straight on. Easy ascent followed by an undulating fall towards Crosshouse. Pass through village avoiding roads to <i>r.</i> and <i>l.</i> , and undulating to Dreghorn. Keep |
|                 | Crosshouse .....           | 2 $\frac{1}{4}$ |        |                                                                                                                                                                                                                                                          |

## Route 58.

KILMARNOCK TO IRVINE—*continued.*

| <i>Miles from Irvine.</i> | <i>Places on the Road.</i>     | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                    |
|---------------------------|--------------------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                            |
| 2 $\frac{1}{4}$           | Dreghorn .....                 | 2 $\frac{1}{2}$       |               | straight through village passing ch., with gentle fall to the level before Irvine, crossing rly. and the Annick Water. Capital surface.<br>(Routes 56 and 62 joined here.) |
|                           | IRVINE .....<br>(High Street.) | 2 $\frac{1}{4}$       | 7             |                                                                                                                                                                            |

KILMARNOCK TO IRVINE. *Reverse.*—Proceeding eastwards along High St. and crossing river and rly., an unmistakable road to Kilmarnock.

## ROUTE 59. KILMARNOCK TO HAMILTON.

Surface good throughout, except in portions on the moors, beyond Darvel, where it is apt to be rough—but not so to any extent. The Battlefield of Drumclog is passed through near the county boundary.

| <i>Miles from Hamilton.</i> | <i>Places on the Road.</i>       | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------|----------------------------------|-----------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                  | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 27 $\frac{3}{4}$            | Kilmarnock ...<br>(Cross.)       | ...                   | ...              | Proceed by Duke St. and London Rd., keeping well to <i>r.</i> on leaving the town, with rise and fall to Hurlford, where, at cross-roads, turn sharp <i>l.</i> Slightly ascending road; at a m. out keep to <i>l.</i> thence easy to Galston. Very good surface.                                                                                                                                                                                                                                                                                                           |
| 25 $\frac{1}{4}$            | Hurlford .....                   | 2                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 22 $\frac{3}{4}$            | Galston .....                    | 3                     | 5                | On meeting a road at right-angles at E. end of village turn <i>l.</i> , then to <i>r.</i> after crossing R. Irvine having that river on <i>r.</i> towards Darvel; go on running to Newmilns, keeping to <i>r.</i> before the village. Stiff climb, beyond, to fork, where keep again to <i>r.</i> with undulating road to Darvel. Good surface.                                                                                                                                                                                                                            |
| 20 $\frac{1}{4}$            | Newmilns .....                   | 2 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 18 $\frac{1}{2}$            | Darvel .....                     | 1 $\frac{3}{4}$       | 9 $\frac{1}{4}$  | Bear to <i>r.</i> , cross stream, and keep to <i>l.</i> beyond Priestland. Short rise and fall then level followed by a steady ascent to the open moorland quite rideable. From m.s.s. at county boundary road becomes undulating to fork where keep <i>l.</i> up a short ascent for about $\frac{1}{4}$ m., then easy running with decline to Caldermill, and undulating with gradual fall towards Strathaven, on entering which village keep to <i>l.</i> at fork. Variable surface over the moors; rough here and there but affording fairly good running on the whole. |
| 17 $\frac{1}{2}$            | Priestland .....                 | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 13                          | [Drumclog.]                      | 4 $\frac{1}{2}$       |                  | Turn to <i>l.</i> where roads branch just beyond the cross-roads, then bear round to <i>r.</i> and turn sharp <i>l.</i> before the rly. sta. Stiffish ascent                                                                                                                                                                                                                                                                                                                                                                                                               |
| 10 $\frac{3}{4}$            | Caldermill .....                 | 2 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7 $\frac{1}{2}$             | Strathaven .....<br>(The Green.) | 3 $\frac{1}{4}$       | 20 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



# Route 59. KILMARNOCK TO HAMILTON—continued.

| Miles from Hamilton. | Places on the Road.           | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                    |
|----------------------|-------------------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                               | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                     |
| 5 1/4                | Udstonhead .....              | 2              |        | first then easier, with a series of rises and falls for about 3 m., after which the long descent into Hamilton commences, entering the town near Central Rly. Sta. and Town Hall. This hill is dangerous towards the foot and care is therefore necessary. Good surface.<br>(Routes 1, 32, 78, and 80 joined here.) |
| 1                    | Edinburgh .....               | 3 3/4          |        |                                                                                                                                                                                                                                                                                                                     |
|                      | Low Waters .....              | 3 3/4          |        |                                                                                                                                                                                                                                                                                                                     |
|                      | Hamilton.....<br>(Town Hall.) | 1              | 27 3/4 |                                                                                                                                                                                                                                                                                                                     |

**KILMARNOCK TO HAMILTON.** *Reverse.*—From Town Hall proceed southwards past Central Sta. (on *r.*) and ascending through Low Waters. Near Strathaven Sta. turn sharp *r.*, then bear *l.*, and turn again to *r.* in village passing straight on over cross-roads, and keeping to *r.* at fork. Turn *l.* before Galston and to *r.*, in the village, when over R. Irvine. At cross-roads in Hurlford turn sharp *r.*, following portion of Route 20 into Kilmarnock.

## ROUTE 60. KILMARNOCK TO GLASGOW.

(Via Barrhead.)

hilly between Kilmarnock and Lugton Sta., then very easy riding towards Glasgow. The surface varies, being generally lumpy and rough about Barrhead and Pollokshaws, but is good, as a whole, throughout. The finer road is through Fenwick (Route 20).

| Miles from Glasgow. | Places on the Road.         | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------|-----------------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                             | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 5 1/2               | Kilmarnock ....<br>(Cross.) | ...            | ...    | Proceed by Portland St. and, beyond rly. br., turn sharp <i>l.</i> then bear to <i>r.</i> with easy ascent out of the town; keep to <i>l.</i> at fork, road falling towards Kilmaurs. Keep straight on through the village, ascending, keeping to <i>r.</i> where roads fork, having rly. on <i>l.</i> Steepish ascent a m. beyond the village, then good running into Stewarton, bearing to <i>r.</i> over the Annick Water into the town, and turn to <i>l.</i> at cross-roads there. Very good surface. |
| 3                   | Kilmaurs .....              | 2 1/2          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 0                   | Stewarton .....             | 3              | 5 1/2  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7 1/2               | Dunlop .....                | 2 1/2          |        | Leave in a N.E. direction, leaving rly. sta. on <i>l.</i> , ascending. At 1 1/2 m. join Route 62 on <i>l.</i> and keep to <i>l.</i> at fork ( <i>r.</i> , a hilly road, good surface, to Neilston). Fall towards Dunlop where keep straight on, passing sta. on <i>r.</i> and junction with Route 61 on <i>l.</i> An undulating road towards Lugton Sta., where turn <i>l.</i> then <i>r.</i> , having rly.                                                                                                |
| 5                   | Lugton Station .....        | 2 1/2          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

# Route 60. KILMARNOCK TO GLASGOW—continued.

| Miles from Glasgow. | Places on the Road.    | Mileage.       |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------|------------------------|----------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                        | Inter-mediate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 13                  | Caldwell Station.....  | 2              |                 | on <i>r.</i> Several m. of good running beside rly. passing over a cross-road near Caldwell Sta. ( <i>r.</i> to Neilston village) and descending by Neilston Sta. into Barrhead. Good surface on the whole                                                                                                                                                                                                                |
| 10                  | Neilston Station ..... | 3              |                 | Bearing to <i>r.</i> on entering the town, road bends to <i>l.</i> in Barrhead and after crossing the br. turns to <i>r.</i> near rly. sta. Turn <i>l.</i> about $\frac{1}{2}$ m. beyond ( <i>a</i> having a stream on <i>r.</i> and passing rly. ; level to Hurlet where Route 75 is crossed, and descen to a further stretch of almost level road, turning sharp <i>r.</i> near policies of Pollok House. Good surface. |
| $7\frac{3}{4}$      | Barrhead .....         | $2\frac{1}{4}$ | $17\frac{3}{4}$ | Turn to <i>l.</i> into Pollokshaws, passing under rly. br. and by a school and ch. on <i>r.</i> , rly. sta. on <i>l.</i> , and over the White Cart Water. Keep to <i>r.</i> at fork and by Maxwell St. and Pollokshaws Road to junction with Route 20 on <i>r.</i> where tramline are joined. Thence, as on p. 24 to Royal Exchange.                                                                                      |
| $6\frac{1}{4}$      | Hurlet .....           | $1\frac{1}{2}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                           |
| $3\frac{1}{2}$      | Pollokshaws .....      | $2\frac{3}{4}$ | 22              |                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                     | (Railway Station.)     |                |                 |                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                     | Join Route 20.         |                |                 |                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                     | GLASGOW .....          | $3\frac{1}{2}$ | $25\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                     | (Royal Exchange.)      |                |                 |                                                                                                                                                                                                                                                                                                                                                                                                                           |

**KILMARNOCK TO GLASGOW (VIA BARRHEAD).** *Reverse.*—Reverse of Route 20 to fork beyond Crossmyloof where keep *r.*, tramlines bending to *l.*, cross White Cart R. and turn to *r.* under rly. br. beyond. At  $1\frac{3}{4}$  m. further cross two streams, turn *l.*, and pass over cross-roads in Hurlet; pass rly., and turn *r.* on meeting a road at right angles bearing to *l.* near Barrhead Rly. Sta., and passing through the town keep to *r.* a fork, having rly. on *r.* At Lugton Sta. turn *l.* then *r.* and keep to *l.* in Dunlop and again to *l.* at fork, ahead, beyond. Turn to *r.* in Stewarton, bear to *l.* at fork and again to *l.* on leaving Kilmaurs. Bear to *l.* with rly. on *r.* at Kilmarnock and turn sharp *r.* under rly. br. into Portland St. and King St.

(a) A road also runs direct to Pollokshaws. Instead of turning *l.* towards Hurlet, keep straight on over a br., then bear *l.* and keep *r.* a short distance further. On meeting Route 75 turn *r.*, cross stream, and then turn *l.*, passing rly., rejoining the main road at rly. br. at Pollokshaws. Fair surface.

## ROUTE 61. KILMARNOCK TO BEITH.

Inclined to be hilly after Dunlop, but the surface is good. There is a direct link with Route 2 between Stewarton and Fenwick; see note below.

| Miles from Beith. | Places on the Road. | Mileage.       |        | General description of the Road. |
|-------------------|---------------------|----------------|--------|----------------------------------|
|                   |                     | Inter-mediate. | Total. |                                  |
| $13\frac{1}{2}$   | Kilmarnock ...      | ...            | ...    | Route 60 to Dunlop.              |
|                   | (Cross.)            |                |        |                                  |

oute 61.

**KILMARNOCK TO BEITH**—*continued.*

| <i>Beith.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                  |
|---------------|----------------------------|-----------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|               |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                          |
|               | Dunlop .....               | 8                     | 8             | At rly. sta. turn sharp <i>L.</i> , winding road for some distance, then over cross-roads at Burnhouse to which there is an ascent. Keep straight on to Barrmill where rly. is passed; an undulating road thence to Beith. Good surface. |
|               | Burnhouse .....            | 2                     |               |                                                                                                                                                                                                                                          |
|               | Barrmill .....             | 1½                    |               |                                                                                                                                                                                                                                          |
|               | <b>BEITH</b> .....         | 2½                    | 13½           |                                                                                                                                                                                                                                          |
|               | (Main Street.)             |                       |               |                                                                                                                                                                                                                                          |

**KILMARNOCK TO BEITH. Reverse.**—Going southwards along Main St. turn *r.* passing ch. on *r.* into Old Cross, bear round to *L.* and take first road on *L.* having rly. on *r.* out of Beith. Road winds into Dunlop; turn sharp *r.* near rly. sta. on Route 60, thence into Kilmarnock as in reverse of that route.

**EDITOR'S NOTE.**—In going from Beith to Fenwick, proceed as in reverse of Routes 61 and 60 to Stewarton. Pass straight over the cross-roads in the village and keep to *L.* at fork after crossing the Annick Water. Steep ascent at first, then undulating to Fenwick; good surface.

**ROUTE 62. IRVINE TO GLASGOW.**

An exceedingly well-graded road with good surface, as a whole, throughout.

| <i>Glasgow.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------|----------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                 | <b>IRVINE</b> .....        | ...                   | ...           | Leave town at right angles eastward from High St., passing Caledonian Rly. Sta. on <i>L.</i> and gas works on <i>r.</i> ; keep to <i>L.</i> at fork 2 m. out ( <i>r.</i> , see note) and to <i>r.</i> ¾ m. further. Ascending road for 1½ m., with gentle decline to the Lugton Water; then an undulating road, chiefly on the ascent, but easy, crossing Route 61 at Burnhouse and bending to <i>r.</i> and joining Route 60 at Lugton Bridge. Turn sharp <i>L.</i> when over the br., having rly. on <i>r.</i> Good surface. |
|                 | (High Street.)             |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                 | Doutra .....               | 2¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                 | Burnhouse.....             | 5¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                 | Lugton Bridge.....         | 2½                    |               | Route 60 to Glasgow.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                 | <b>GLASGOW</b> .....       | 15                    | 26            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                 | (Royal Exchange.)          |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**IRVINE TO GLASGOW. Reverse.**—Reverse of Route 60 to Lugton Sta. where turn sharp *r.*, crossing br. Unmistakable thence to Irvine.

**EDITOR'S NOTE.**—Keeping to *r.* at fork 2 m. from Irvine a hilly, winding road joins Route 60 S. of Dunlop. It thus forms an Alternative Route to Glasgow, the rider following Route 60 beyond Dunlop. It is not so well-graded a road as that by Burnhouse detailed above; the surface, however, is very fair on the whole.

## ROUTE 63. BEITH TO WEST KILBRIDE.

Good running towards Dalry, but somewhat hilly before West Kilbride. A longer, but easier, road is that by Route 67 to Kilwinning, 56 towards Ardrossan, and reverse of 71 to W. Kilbride.

| Miles from<br>W. Kilbride | Places on the<br>Road.        | Mileage.                |        |  | General description of the Road.                                                                                                                                                                                                                                         |
|---------------------------|-------------------------------|-------------------------|--------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                               | Inter-<br>medi-<br>ate. | Total. |  |                                                                                                                                                                                                                                                                          |
| 11½                       | BEITH .....<br>(Main Street.) |                         |        |  | From Main St. bear <i>r.</i> by Old Cross into Eglinton St. and keep to <i>l.</i> where roads fork. Fairly level for 3½ m. with long descent towards Dalry.                                                                                                              |
| 8                         | Southfield .....              | 3½                      |        |  | At fork beyond rly. and R. Garnock, keep to <i>r.</i> ascending short, steepish hill into New St. Good surface.                                                                                                                                                          |
| 6½                        | Dalry.....<br>(Church.)       | 1½                      | 5      |  | Pass ch., on <i>l.</i> , and turn <i>l.</i> into Main St., the sharp <i>r.</i> into Sharron St. Road dips near cemetery gates and ascends, stiffly, for ½ m. beyond which there is a gentle fall, and a rise towards the reservoir with a turn to <i>r.</i>              |
| 3½                        | Munnock Toll .....            | 3                       |        |  | Munnock Toll and a stiff climb towards the farm; then undulating for a m. with long descent rather steep in parts, towards West Kilbride. Turn sharp <i>l.</i> , after passing rly., to the village. Surface good on the whole, but variable in the glen beyond Munnock. |
|                           | WEST KILBRIDE .....           | 3½                      | 11½    |  |                                                                                                                                                                                                                                                                          |

**BEITH TO WEST KILBRIDE. Reverse.**—Going due N. out of the village, at over ¼ m. out turn sharp *r.* passing rly.; turn to *l.* into Main St. in Dalry then to *r.*, passing ch. on *r.*, and leave by New St. Keep to *r.* where roads fork at Southfield, and enter Beith, passing rly. sta. on *r.*, to Main St.

## ROUTE 64. BEITH TO LARGS.

The direct road between the two towns, going over the hill shoulder beyond Kilbirnie and falling steeply to the coast. The surface is variable, but affords fair running as a whole.

| Miles from<br>Largs. | Places on the<br>Road.        | Mileage.                |        |  | General description of the Road.                                                                                                                                                                                                                                                                                                             |
|----------------------|-------------------------------|-------------------------|--------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                               | Inter-<br>medi-<br>ate. | Total. |  |                                                                                                                                                                                                                                                                                                                                              |
| 12¾                  | BEITH .....<br>(Main Street.) |                         |        |  | From Main St. bear <i>r.</i> by Old Cross to Eglinton St., and keep to <i>r.</i> at fork, with short, quick descent, then undulating. Another sharp fall before Longbar, with bad surface, 40 yds. or so from the foot of which keep to <i>r.</i> at right angle then fairly good to rly. sta. and ascending in Kilbirnie. Variable surface. |
| 10¾                  | Kilbirnie Station.....        | 2                       |        |  |                                                                                                                                                                                                                                                                                                                                              |
| 9¾                   | Kilbirnie .....               | 1½                      | 3½     |  | Keep straight on along Main St. and into Bridge St.                                                                                                                                                                                                                                                                                          |

## oute 64.

BEITH TO LARGS—*continued.*

| Largs.          | Places on the Road.                | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------|------------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 |                                    | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| ↑               |                                    |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5 $\frac{3}{4}$ | Howrat Toll .....<br>(Fork-roads.) | 2 $\frac{1}{2}$ |                  | which bends to L. ; then take first street (School Wynd) on L., with stiffish ascent out of the town. The hill becomes easier towards Howrat Toll, beyond which the road descends gradually for about $\frac{1}{2}$ m., is level by the Paisley Waterworks, then undulating. The upward tendency is resumed and the surface becomes rather poorer, and there are one or two sharp descents. The long down-gradient towards Largs begins with good running for about a m., but the descent gradually quickens, through a series of whinstone cuttings, known as the "new cuts," and is dangerously steep shortly after leaving the C.T.C. danger-board and for $\frac{1}{2}$ m. further, until Route 71 is reached at Haillie Brae, where the sharp turn to r. towards Largs should be taken very carefully if the hill is ridden down at all. Bear to L. on entering Largs to the pier on sea-front. Poor surface in parts over the hill, but affording fair riding as a whole ; very good road just before Largs. |
|                 | The Haillie Brae ↗<br>↓            |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                 | LARGS .....<br>(Pier.)             | 6 $\frac{3}{4}$ | 12 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

BEITH TO LARGS. *Reverse.*—Having pier on r. bear to L., passing rly. sta. on r., and turn r. crossing a small stream. At  $\frac{3}{4}$  m. out turn sharp L. ascending the steep hill—unrideable. At Howrat Toll keep to L. At foot of School Wynd in Kilbirnie bear to r. along Bridge St. and Main St., road bearing to L. over  $\frac{1}{2}$  m. out, and passing rly. ; thence unmistakable to Beith.

## OUTE 65. BARRHEAD TO PAISLEY.

The road given below is the most convenient one between the two towns with regard to cyclists. There are various other local roads.

| Paisley. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                          |
|----------|---------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                           |
|          | BARRHEAD .....      | ...            | ...    | Pass along Main St., surface lumpy, and at end keep to r. ; descent to rly. sta., after which road opens out and is good. At d.p. keep to L. (r. to Hurlet, etc.) with a gradual rise for about 100 yds. and avoid a narrow road to r. Gradual descent into Paisley passing distillery on L. ; keep to r., cross br. over R. Cart passing |



Route 65. **BARRHEAD TO PAISLEY**—*continued.*

| <i>Miles from Paisley.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                             |
|----------------------------|----------------------------|-----------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                     |
|                            | Paisley .....              | 4                     | 4             | Infirmiry, then to <i>L.</i> for a few yards, and bear to <i>r.</i> at first turning, passing Paisley Abbey on <i>r.</i> and Clark Town Hall on <i>L.</i> On meeting tramlines at end of street, keep to <i>L.</i> and cross br. to the cross. Good surface, except near Paisley, where it becomes rough and lumpy. |
|                            | (Cross.)                   |                       |               |                                                                                                                                                                                                                                                                                                                     |

**BARRHEAD TO PAISLEY.** *Reverse.*—From cross, pass over river and turn *r.*, passing Abbey on *L.* and Clark Town Hall on *r.* and bear to *L.*, then turn *r.* re-crossing R. Cart, and keep to *L.*, passing distillery on *r.*, and avoiding all branch roads to Barrhead Rly. Sta., where bear *r.* then slightly to *L.* crossing a stream, into Main St.

**ANOTHER ROAD.** Follow portion of Route 60 to Hurlet cross-roads, and, turning *L.*, by Route 75 to Paisley; about  $\frac{1}{2}$  m. longer.

**ROUTE 66. PAISLEY TO BEITH.**

An undulating road with one or two sharp hills and a longish ascent towards Beith, but possessing capital surface when well beyond Paisley.

| <i>Miles from Beith.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------|----------------------------|-----------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 11 $\frac{1}{2}$         | Paisley .....              | ...                   | ...              | From the cross go straight up High St., slight rise, careful riding necessary; tramlines for $\frac{1}{2}$ m., bad surface through the town. At $\frac{1}{4}$ m., on <i>r.</i> , pass Free Library and Museum and Coats Memorial Ch. In Wellmeadow St. bear to <i>L.</i> then straight on; surface a lumpy macadam towards Elderslie, but road fairly level at first then ascending to Elderslie Sta. and descending through the village, beyond which there is a climb towards Thorn; keep to <i>L.</i> at top of hill ( <i>r.</i> , to Johnstone, etc., Route 69) skirting Johnstone Castle policies. Millikenpark Sta. passed on <i>r.</i> at cross-roads; an undulating road to Howood with capital surface. At $2\frac{3}{4}$ m. past Howood Route 67 leaves on <i>r.</i> ; keep to <i>L.</i> with long pull up towards Beith and a fall into the town, keeping to <i>r.</i> in Wilson Street into Main St. Good surface. |
|                          | (Cross.)                   |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9 $\frac{1}{4}$          | Elderslie Station .....    | 2 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9                        | Elderslie .....            | $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 8 $\frac{1}{4}$          | Thorn .....                | $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 $\frac{3}{4}$          | [Millikenpark Sta.]        | 1 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 $\frac{1}{2}$          | Howood .....               | 1 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 $\frac{3}{4}$          | Elviston .....             | $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 $\frac{3}{4}$          | Branch-roads .....         | 2                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                          | BEITH .....                | 2 $\frac{3}{4}$       | 11 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                          | (Main Street.)             |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**ISLEY TO BEITH.** *Reverse.*—Leave by Wilson St., and keep to *l.* where roads branch at end of town. Straight on to Howood where keep *l.* at fork just beyond village, and to *r.* at fork on entering Thorn. Where streets bifurcate in Paisley bear to *l.* by Broomlands St. and to *r.* by Wellmeadow St. into High St.

## ROUTE 67. PAISLEY TO ARDROSSAN.

(Via Kilbirnie.)

Good surface throughout, except on outskirts of Paisley. A very undulating road to Dalry, and with easy grades from thence to Ardrossan. An alternative route will be found by following Route 66 to Beith, and Route 63 to Dalry, rejoining Route 67 there.

| Ardrossan.    | Places on the Road.                      | Mileage.                       |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------|------------------------------------------|--------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|               |                                          | Inter-mediate.                 | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{1}{4}$ | Paisley .....                            | ...                            | ...             | Route 66 for $8\frac{3}{4}$ m.                                                                                                                                                                                                                                                                                                                                                                                                                         |
| $\frac{1}{2}$ | Branch-roads .....                       | $8\frac{3}{4}$                 | $8\frac{3}{4}$  | Turn sharp <i>r.</i> , road descending, passing Lochwinnoch Sta. and skirting the village which lies to <i>r.</i> ; road bends to <i>l.</i> passing ruins of Barr Castle on <i>l.</i> A series of considerable rises and falls towards Kilbirnie (avoiding a road to <i>l.</i> near county boundary), with easy descent into that town, passing rly. sta. on <i>l.</i> and entering by Bridgend, then turning to <i>l.</i> into Main St. Good surface. |
| $\frac{1}{4}$ | Lochwinnoch Station...<br>[Lochwinnoch.] | $\frac{1}{2}$<br>$\frac{3}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{1}{4}$ | County boundary .....                    | 2                              |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{1}{2}$ | Kilbirnie .....                          | $1\frac{3}{4}$                 | $13\frac{3}{4}$ | At branch roads $\frac{1}{2}$ m. out (d.p.) turn to <i>r.</i> ( <i>l.</i> , Route 64)—a somewhat hilly road with stiffish pull into Dalry. Good surface.                                                                                                                                                                                                                                                                                               |
|               | Burnside .....                           | $2\frac{1}{2}$                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{3}{4}$ | Dalry.....                               | $1\frac{1}{4}$                 | $17\frac{1}{2}$ | Having entered by North St., bear to <i>r.</i> into Main St. and keep straight on into Vennel St., road descending. At fork keep to <i>l.</i> , having R. Garnock and rly. on <i>l.</i> ; a finely undulating run to Kilwinning, in which town turn to <i>r.</i> towards rly. sta. Very good surface.                                                                                                                                                  |
| $\frac{1}{4}$ | Dalgarven .....                          | $2\frac{1}{2}$                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{1}{4}$ | Kilwinning .....                         | 2                              | 22              | Route 56 to Ardrossan.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|               | (Railway Station.)                       |                                |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|               | ARDROSSAN .....                          | $5\frac{1}{4}$                 | $27\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**ISLEY TO ARDROSSAN (VIA KILBIRNIE).** *Reverse.*—Reverse of Route 56 to Kilwinning, in which town take road to *r.*, northwards, beyond rly. sta. Pass rly. and bear *r.* having river and rly. on *r.* towards Dalry. Enter by Vennel St. and Main St. and bear *l.* into North St. At Burnside keep to *r.* and turn *l.* on meeting Route 64 before Kilbirnie. In Main St., near Knox Institute, turn to *r.*, passing rly. sta. on *r.* Road bends to *r.* near Lochwinnoch and joins Route 66 beyond sta. Reverse of Route 66 to Paisley.

# ROUTE 68. PAISLEY TO GREENOCK.

(Via Langbank.)

A very easy road with good surface to Port Glasgow but much spoiled by constant heavy traffic into Greenock. See also Route 71.

| Miles from Greenock. | Places on the Road.                 | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------|-------------------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 16½                  | Paisley .....<br>(Cross.)           |                |        | From cross go along Gilmour St., passing Post Office and General Sta., pass under rly. and turn to <i>L.</i> by Old Sneddon St., at end of which turn to <i>r.</i> in St. James' Pl., and a few yards further turn <i>L.</i> along St. James' St., passing County Buildings on <i>r.</i> and turning to <i>r.</i> by Caledonia Rd. Perfectly level stretch at first then slight ascent over a br.; keeping straight on to cross roads at "Red Smithy," where turn sharp <i>L.</i> ( <i>r.</i> Route 71; straight on to Erskine Ferry); finishing to Bishopton, with gradual rise to rly. br. Very good surface. |
| 13½                  | *Cross-roads .....                  | 3½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10¼                  | Bishopton .....<br>(Hall.)          | 2¼             | 6¼     | Slightly ascending road for a m., then falling gradually to river bank at West Ferry; level through Langbank towards Port Glasgow. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2¼                   | Port Glasgow .....<br>(Town Hall.)  | 7½             | 13¾    | In the town bear to <i>L.</i> going between rly. and the shore towards Greenock; tramlines. Enter Greenock by E. Hamilton St. and High St. (Cartsdyke), passing over rly. lines on road level near Victoria Harbour, then bearing to <i>L.</i> into Cathcart St. ( <i>r.</i> to Custom House Steamboat Quay; <i>L.</i> to Caledonian Rly. Sta.) and Cathcart Sq. Bad surface from Port Glasgow; rough narrow streets in Greenock.                                                                                                                                                                               |
|                      | Greenock.....<br>(Cathcart Square.) | 2¾             | 16½    | To reach Prince's Pier (for Clyde steamers) proceed along Hamilton St. and W. Blackhall St., towards end of which bear <i>L.</i> by Grey Pl. and Brougham St., turning to <i>r.</i> , near rly., to rly. sta. and pier. For Gourrock, see Route 71.                                                                                                                                                                                                                                                                                                                                                             |

**PAISLEY TO GREENOCK (VIA LANGBANK).** *Reverse.*—From Cathcart Sq. proceed by Cathcart St., Rue End St., High St., E. Hamilton St., and Port Glasgow Rd. to Port Glasgow, where, near harbour, bear to *r.*, road going on inland side of rly. Pass straight through village of Bishopton, and at "Red Smithy" cross-roads, 3 m. further, turn sharp *r.* to Paisley.

# ROUTE 69. PAISLEY TO GREENOCK.

(Via Bridge-of-Weir.)

Gradually ascending from Johnstone with sharp fall towards Port Glasgow; surface fair throughout when clear of the towns and larger villages. Route 68 is much easier.

| Greenock. | Places on the Road.                 | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                               |
|-----------|-------------------------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           |                                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1½        | Paisley .....                       | ...            | ...    | Route 66 to Elderslie.                                                                                                                                                                                                                                                                                                                                                                                         |
| 5         | Elderslie .....                     | 2½             | 2½     | Keep straight through village, slightly downhill, with ascent towards Thorn. At fork turn <i>r.</i> towards rly. sta. then down a narrow steep hill, with poor surface as a rule, towards Johnstone.                                                                                                                                                                                                           |
| 4         | Johnstone .....                     | 1              | 3½     | Pass straight through the town, surface bad, going down short hill beyond, then level. At cross-roads turn to <i>L.</i> (straight on, see note below), road ascending for a m., and near the top at fork keep to <i>r.</i> ( <i>L.</i> to Kilbarchar, ¾ m., steep ascent). The road undulates towards Bridge-of-Weir, and lying under trees is very soft after rain; fair surface on the whole from Johnstone. |
|           | [Kilbarchar 2½ m.]                  |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 0½        | Bridge-of-Weir .....                | 3½             | 7      | Going straight through village, avoiding a road on <i>L.</i> beyond rly. sta. and one on <i>r.</i> a short distance further, the surface improves, and being for the most part on rocky ground is little affected by rain. Fairly level at first, then easy ascending gradient, rly. running on <i>L.</i> Stiffish climb before Kilmalcolm with sharp declivity through the village. Fair surface.             |
| 7         | Kilmalcolm .....                    | 3½             | 10½    | Bear <i>L.</i> in the village; ascending road for 1½ m., turning to <i>r.</i> at a m. out. Undulating descent for a m., turn <i>r.</i> , with very dangerous slope down towards the coast road; bear <i>L.</i> to Port Glasgow. Fair surface; loose on the hills.                                                                                                                                              |
|           | ✿<br>↓                              |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2¼        | Port Glasgow<br>(Town Hall.)        | 4¼             | 14¾    | Route 68 to Greenock.                                                                                                                                                                                                                                                                                                                                                                                          |
|           | Greenock.....<br>(Cathcart Square.) | 2¾             | 17½    |                                                                                                                                                                                                                                                                                                                                                                                                                |

**PAISLEY TO GREENOCK (VIA BRIDGE OF WEIR).** *Reverse.*—Reverse of Route 68 to Port Glasgow. After passing rly. keep up to *r.* and about a m. beyond turn again to *r.* up a steep hill, and, a short distance further, sharp *L.* Keep to *L.* at fork on leaving Kilmalcolm, having rly. on *r.* Pass straight through Bridge-of-Weir, having rly. sta. on *r.* when leaving, and at fork roads, 2¾ m. further, turn sharp *r.*, bearing to *L.* over br. into Johnstone. Pass through town ascending to rly. sta. and bear to *L.*, joining Route 66 at Thorn. Reverse of that Route into Paisley.

**EDITOR'S NOTE.**—Keeping straight on at cross-roads ¾ m. beyond Johnstone, the coast road is joined at Langbank instead of at Port Glasgow. Pass Houston (Crosslee) rly. sta. and keep to *L.* a short way beyond. Level for about 100 yds., then long fall with sharp rise of about 150 yds. The descent towards the br. over Locher Water should be taken carefully; R. Gryfe crossed beyond. Undulating through Crosslee village to Houston. At R.C. ch. (on *L.*) Route 73 is crossed. Keep straight on; stiffish hill after Houston, then a good up-and-down road ending in a long descent followed by a stretch of level, then ascending for a short way with a subsequent downhill run towards the Clyde; fine view, ahead, across the river. Join Route 68 in Langbank. Paisley to Langbank, 8½ m. Fair surface.

## ROUTE 70. GLASGOW TO PAISLEY.

The direct main road; rough for cycling. The miles on these roads S. and S.W. of Glasgow are generally reckoned from Glasgow Br., not from Royal Exchange as in this book.

| Miles from Paisley. | Places on the Road.                | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------|------------------------------------|-----------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                    | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7 $\frac{1}{4}$     | GLASGOW .....<br>(Royal Exchange.) | ...             | ...             | Proceed down Queen St. and turn to <i>r.</i> in Argyle St. and sharp <i>l.</i> by tram lines into Jamaica St.; cross Glasgow Br. and at end of Bridge St. Sta. (on <i>r.</i> ) turn sharp <i>r.</i> into Nelson St., passing under rly., and follow tram lines. Where these branch at Greenlaw Pl., bear to <i>l.</i> and keep straight on, leaving by Paisley Rd. and crossing rly. A gently undulating road to Paisley, with rough, lumpy surface. Enter by Glasgow Rd. and Garthland St., at end of which bear <i>l.</i> into Gauze St. and Smithhills St., crossing river, to the Cross. Rough paving. |
| 3 $\frac{1}{2}$     | Halfway House .....                | 3 $\frac{3}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                     | Paisley .....<br>(Cross.)          | 3 $\frac{1}{2}$ | 7 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**GLASGOW TO PAISLEY.** *Reverse.*—Leave Paisley by Smithhills St. and Gauze St. to Glasgow Rd. Keep straight ahead and enter Glasgow by Paisley Rd. and follow tram lines. After passing under rly. at Bridge St. Sta. turn sharp *l.*, cross Glasgow Br., turn to *r.* in Argyle St., and then to *l.* up Queen St. to Royal Exchange.

## ROUTE 71. GLASGOW TO ARDROSSAN.

(Via The Coast.)

Few roads in Scotland boast of such long fine stretches of level running as this route by the coast, and the scenery is very varied, especially beyond Gourock. Capital surface except near Greenock. The m.s. are reckoned by the direct road by Ravensraig from Greenock southwards.

| Miles from Ardrossan. | Places on the Road.                | Mileage.        |                 | General description of the Road                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------|------------------------------------|-----------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                    | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 52                    | GLASGOW .....<br>(Royal Exchange.) |                 |                 | From Royal Exchange go down Queen St. to Argyle St., where turn <i>r.</i> then to <i>l.</i> , with tramlines into Jamaica St. and over Glasgow Br. Having Bridge St. Sta. (on <i>r.</i> ) turn sharp to <i>r.</i> under the sta., about midway, into King St. and go straight on. Where tramlines branch keep to <i>r.</i> into Rutland Pl., following the lines as they wind round the docks towards Govan by Govan Rd. |
| 49 $\frac{1}{4}$      | Govan .....<br>(Railway Station.)  | 2 $\frac{3}{4}$ | 2 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                       |                                    |                 |                 | Passing the sta. on <i>l.</i> , still follow tramlines, past Elder Park (on <i>l.</i> ) and over a fairly level road towards Renfrew, entering by High St., narrow and badly paved, to Cross. Rough surface.                                                                                                                                                                                                             |



| Ardrossan.                  | Places on the Road.                   | Mileage.                    |                              | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------|---------------------------------------|-----------------------------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                       | Inter-mediate.              | Total.                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5 <sup>3</sup> <sub>4</sub> | Renfrew .....<br>(Cross.)             | 3 <sup>1</sup> <sub>2</sub> | 6 <sup>1</sup> <sub>4</sub>  | Keeping Town Hall on <i>r.</i> , proceed for 100 yds. or so straight on, then bear to <i>r.</i> and cross rly., with gentle descent. Policies of Blythswood House passed on <i>r.</i> and R. White Cart crossed by a swing br., beyond which keep to <i>r.</i> and cross a second br. with Parish Ch. on <i>L.</i> , beautifully situated. Road fairly level until Police Office is approached, when there is a rather stiff pull for 50 yds. or so. At Police Station keep to <i>L.</i> with a perfectly level run on splendid surface to the cross-roads at the "Red Smithy." |
| 4 <sup>1</sup> <sub>2</sub> | Inchinnan Bridge .....                | 1 <sup>1</sup> <sub>4</sub> |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2 <sup>1</sup> <sub>2</sub> | Cross-roads .....                     | 2                           | 9 <sup>1</sup> <sub>2</sub>  | Route 68 to Greenock.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 9 <sup>1</sup> <sub>2</sub> | Greenock.....<br>(Cathcart Square.)   | 13                          | 22 <sup>1</sup> <sub>2</sub> | From Cathcart Sq. proceed by Hamilton St. (see, also, note below) and W. Blackhall St., near the end of which, at the ch., bear <i>L.</i> by Brougham St. and Low Gourock Rd. Just after passing over the Caledonian Rly. turn <i>r.</i> into Shore St., Gourock, and bear round to <i>L.</i> opposite rly. sta. and steamboat pier (on <i>r.</i> ) into Kempock St. Gently undulating road; fair surface, but somewhat lumpy in parts.                                                                                                                                         |
| 5 <sup>1</sup> <sub>4</sub> | Gourock .....                         | 3 <sup>1</sup> <sub>2</sub> | 25 <sup>3</sup> <sub>4</sub> | Road runs by the shore, passing by the suburb of Ashton; fairly level by Cloch Point with easy rise for over a m. and descent to junction with the Ravenscraig loop-road (see note). Turn to <i>r.</i> , crossing a stream before Inverkip. Good surface.                                                                                                                                                                                                                                                                                                                       |
| 5 <sup>3</sup> <sub>4</sub> | Ashton .....                          | 1 <sup>1</sup> <sub>2</sub> |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 3 <sup>1</sup> <sub>4</sub> | Cloch Lighthouse .....                | 2 <sup>1</sup> <sub>4</sub> |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1 <sup>1</sup> <sub>4</sub> | Road junction .....                   | 2                           |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5 <sup>1</sup> <sub>4</sub> | Inverkip.....                         | 1 <sup>1</sup> <sub>2</sub> | 31 <sup>1</sup> <sub>4</sub> | Proceed through village with easy decline towards shore, where road bends to <i>L.</i> ; level for $\frac{1}{2}$ m., then ascending, gradually at first, bending to <i>L.</i> and becoming rather stiffer towards the top. Gentle decline for about $\frac{3}{4}$ m., followed by a short, steep descent with a turn in it—care required. Road passes under rly. br. and passes sta. and pier on <i>r.</i> Capital surface.                                                                                                                                                     |
| 3 <sup>1</sup> <sub>4</sub> | Wemyss Bay.....<br>(Railway Station.) | 2 <sup>1</sup> <sub>2</sub> | 33 <sup>3</sup> <sub>4</sub> | Road bends <i>r.</i> towards shore again, rises slightly to Springbank, and is then almost level, with excellent surface, and affording some delightful views, to Largs, crossing the Noddsdale Water before entering the town.                                                                                                                                                                                                                                                                                                                                                 |
| 7 <sup>1</sup> <sub>2</sub> | Springbank .....                      | 3 <sup>1</sup> <sub>4</sub> |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5 <sup>1</sup> <sub>2</sub> | Skelmorlie .....                      | 1                           |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2                           | Largs.....                            | 4 <sup>1</sup> <sub>2</sub> | 40                           | From the pier bear round to <i>L.</i> , ascending slightly, passing rly. sta. on <i>r.</i> , and turn <i>r.</i> , crossing a burn. About a m. out keep to <i>r.</i> ( <i>L.</i> Route 64) road descending to the level before Fairlie. Very good surface.                                                                                                                                                                                                                                                                                                                       |
| 9                           | Fairlie .....                         | 3                           | 43                           | Keep straight on, having rly. on <i>L.</i> ; fairly level for over a m., then undulating with ascending tendency, for 3 m., then descending to the coast, level again and remaining almost level to                                                                                                                                                                                                                                                                                                                                                                             |

Route 71. **GLASGOW TO ARDROSSAN**—*continued.*

| <i>Miles from<br/>Ardrossan.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                   |
|----------------------------------|--------------------------------|----------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                           |
| 4½                               | [West Kilbride] ...            | 4½                               |               | Ardrossan. Turn to <i>r.</i> at cross-roads, having North Bay on <i>r.</i> , then bear to <i>l.</i> Excellent surface.<br>(Routes 56 and 67 joined here). |
|                                  | ARDROSSAN .....                | 4½                               | 52            |                                                                                                                                                           |

**GLASGOW TO ARDROSSAN (VIA THE COAST).** *Reverse.*—Having North Bay on *l.* proceed to cross-roads where turn *l.* At about 3 m. out avoid a road to *r.* leading to West Kilbride. After crossing the stream beyond Largs keep to *l.*, thence following the coast line to Wemyss Bay. Rly. on *r.* towards Inverkip; ¾ m. beyond the village turn sharp *l.*, regaining the coast. Bear round to *r.* in Gourrock, passing rly. sta. on *l.*, and continue by Gourrock Rd., turning to *l.* and crossing rly.; keep to *l.* at fork and enter Greenock by Low Gourrock Rd. and Brougham St. Continue by W. Blackhall St. and Hamilton St. to Cathcart Sq. Reverse of Route 68 to cross-roads at "Red Smithy." Here keep straight on, then bear to *r.*, crossing two bridges and rly. into Renfrew. Turn *l.*, pass Town Hall on *l.* and leave by High St. Follow tram lines from Govan into Glasgow; then keep *l.* by Maxwellton Pl. to King St., and turn sharp *l.* after passing under Bridge St. Sta. Cross Glasgow Br., turn *r.* into Argyle St., and *l.* into Queen St. to Royal Exchange.

**EDITOR'S NOTE.**—There is an alternative route from Greenock to Inverkip some 3 m. shorter than that detailed above. Leaving Cathcart Sq. proceed by Hamilton St. and part of W. Blackhall St. turn to *l.* up Argyle St. to George Sq., and go by Nelson St., at end of which cemetery gates are passed on *r.*, and Inverkip Rd. is entered. Steady rise, with fairly steep climb before top of Smithston Hill, having rly. on *l.* Decline, with short steepish descent about half way, towards Ravenscraig Rly. Sta. Level for about 1¼ m. with short decline and steady rise beyond, passing d.p. on *l.* at old road to Inverkip. A fairly steep fall, with sharp turn *l.* not far from top, to junction on *r.* with the coast road from Gourrock. Good surface.

**ROUTE 72. RENFREW TO PAISLEY.**

The direct main road; well graded; good surface clear of the towns.

| <i>Miles from<br/>Paisley.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------|--------------------------------|----------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2½                             | RENFREW<br>(Cross.) .....      | ...                              | ...           | From Cross, having Town Hall on <i>r.</i> , proceed along Hairst St.—rough; keep straight on ( <i>r.</i> Route 71), road at first level, then rising gently and descending towards Abercorn Sta., and again level into Paisley. Good surface before approaching Paisley, then inferior. Keep straight on into the town by Lawn St. to Clark Town Hall, which is passed on <i>l.</i> and follow tramlines over br. (R. Cart) to Cross. |
| 1¾                             | Newton .....                   | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| ½                              | Abercorn Station.....          | 1¼                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                | Paisley<br>(Cross.) .....      | ½                                | 2½            |                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**RENFREW TO PAISLEY.** *Reverse.*—Proceeding E., cross river, pass Clark Town Hall on *r.*, and bear *L.* by Lawn St., passing under rly. Follow main road to Renfrew, going by Hairst St. to Town Hall, on *L.*, and Cross.

## ROUTE 73.

### RENFREW TO BRIDGE-OF-WEIR.

good cross-country road, nearly level to Houston, then undulating, with good surface all the way.

| <i>Br.-of-Weir.</i> | <i>Places on the Road.</i>  | <i>Mileage.</i>       |                | <i>General description of the Road.</i>                                                                                                                                                                                                                       |
|---------------------|-----------------------------|-----------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                             | <i>Inter-mediate.</i> | <i>Total.</i>  |                                                                                                                                                                                                                                                               |
|                     | <b>RENFREW</b> .....        | ...                   | ...            | Route 71 for $3\frac{1}{4}$ m.                                                                                                                                                                                                                                |
|                     | <i>Cross-roads</i> .....    | $3\frac{1}{4}$        | $3\frac{1}{4}$ | Turn sharp <i>L.</i> , and at over $\frac{1}{4}$ m. beyond turn <i>r.</i> ; level road till approaching Houston. Stiff pull from a narrow cross-road ( <i>L.</i> , to Crosslee) to R. C. Ch. ( <i>r.</i> and <i>L.</i> , see note to Route 69). Good surface. |
|                     | Houston Sta. ....           | 1                     |                |                                                                                                                                                                                                                                                               |
|                     | <i>Cross-road</i> .....     | $2\frac{3}{4}$        |                |                                                                                                                                                                                                                                                               |
|                     | Houston .....               | $\frac{1}{4}$         | $7\frac{1}{4}$ | Keep straight on; hilly to Bridge-of-Weir, but excellent surface. Level on entering village to junction, at right-angles, with Route 69.                                                                                                                      |
|                     | (R.C. Church.)              |                       |                |                                                                                                                                                                                                                                                               |
|                     | <b>BRIDGE-OF-WEIR</b> ..... | $1\frac{1}{2}$        | $8\frac{1}{4}$ |                                                                                                                                                                                                                                                               |

**RENFREW TO BRIDGE-OF-WEIR.** *Reverse.*—Proceed E. from the village, keep straight on through Houston to road junction about  $\frac{3}{4}$  m. beyond Houston Sta., turn *L.*, and at “Red Smithy” cross-roads turn *r.*, then as reverse of Route 71 to Renfrew.

## ROUTE 74. GOVAN TO BARRHEAD.

very tortuous “local” road but one avoiding the traffic-worn roads as much as possible; very fair surface. If wishing to reach Charing Cross or W. end of Glasgow, riders coming up by Route 60 and other roads from the south are advised to follow the reverse of this Route (74) to Govan and to go thence via the ferry, etc., as described in the note below.

| <i>Barrhead.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                     |
|------------------|----------------------------|-----------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                             |
|                  | <b>Govan</b> .....         | ...                   | ...           | From the Cross bear to <i>L.</i> along Morrison St., keep to <i>L.</i> for a few yds. at the end of that st., then bear <i>r.</i> by a rather tortuous road passing the public park on <i>r.</i> Keeping the park on <i>r.</i> follow Langlands Rd. and when, $\frac{1}{2}$ m. further, another road is joined, bear to <i>L.</i> , with improving surface. |
|                  | (Cross.)                   |                       |               |                                                                                                                                                                                                                                                                                                                                                             |
|                  | <i>Road junction</i> ..... | 1                     |               | Cross over rly. with slight ascent and descent beyond, to junction with Paisley—Glasgow Road (Route 70). Turn sharp <i>r.</i> and follow main road, lumpy surface, passing a church on <i>L.</i> ; and                                                                                                                                                      |
|                  | Cardonald Station .....    | $\frac{1}{2}$         |               |                                                                                                                                                                                                                                                                                                                                                             |
|                  | <i>Join Route 70</i> ..... | $\frac{1}{2}$         |               |                                                                                                                                                                                                                                                                                                                                                             |

## Route 74.

## GOVAN TO BARRHEAD—continued.

| Miles from Barrhead. | Places on the Road.       | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                           |
|----------------------|---------------------------|-----------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                           | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                            |
| 3 $\frac{1}{4}$      | Crookston Station . . . . | 1               | 3               | at $\frac{3}{4}$ m. from last turn go round to <i>L.</i> at cottage crossing rly. at Crookston sta.                                                                                                                                                                                                                                                        |
| 2                    | Join Route 60 . . . . .   | 1 $\frac{1}{4}$ |                 | Slight rise, with fall to <i>R.</i> Cart ; road bends to <i>r.</i> passing ruins of Crookston Castle on <i>L.</i> and grounds of Hawkhead on <i>r.</i> Almost straight and level for a m., with good surface, to junction with Route 60, where turn <i>r.</i> , reaching Hurlet $\frac{1}{2}$ m. further.                                                  |
| 1 $\frac{1}{2}$      | Hurlet . . . . .          | $\frac{1}{2}$   | 4 $\frac{3}{4}$ | Pass over cross-road (d.p.) (Route 75), at $\frac{1}{2}$ m. beyond pass below rly. on a slight descent, and on meeting a road at right angles turn to <i>r.</i> entering Barrhead passing rly. sta. ; or, turn to <i>L.</i> , cross the Levern Water, and in about 50 yds. turn due <i>r.</i> into Barrhead. Variable surface, but very fair on the whole. |
|                      | BARRHEAD . . . . .        | 1 $\frac{1}{2}$ | 6 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                            |

**GOVAN TO BARRHEAD. Reverse.**—Leaving at N.E. end of Barrhead, turn sharp *L.*, and in about 50 yds. cross Levern Water and turn to *r.* Keep straight on over cross-road at Hurlet and at  $\frac{1}{2}$  m. beyond turn sharp *L.* Cross river and rly. and join main Glasgow—Paisley Road. Turn to *r.*, and in  $\frac{3}{4}$  m. sharp *L.* ; cross rly. and about 1 m. further bear *r.* at d.p. Pass Govan public park on *L.* and bear to *L.* by Langland Rd. into Govan. Near end of Harmony Row bear *r.* into Morrison St. to the Cross. (*a*).

(*a*) To reach W. end of Glasgow and Charing Cross from Govan, pass over tram-lines at Govan Cross and turn due *L.* to the ferry, which cross (constant communication), and, when over, go eastward along wharf for a short way and turn due *L.* following road for about  $\frac{3}{4}$  m. to Overnewton Cross (re church on *L.*), cross tramlines, going *E.*, and at second street on *L.* turn *L.* following tramlines round to *r.* to Charing Cross. Or, from Overnewton Cross, to avoid tramlines all the way to Charing Cross, going *E.* as above, along Dumbarton Rd., take third turn on *L.* (Gray St.) and go along its full length, having park on *L.* ; turn *r.* and go straight along the Terraces to Charing Cross. Very fine macadam in some of these terraces near the west-end park.

## ROUTE 75. STRATHAVEN TO PAISLEY.

A very undulating road to Thornliebank, but mostly with downhill tendency after Chapelton ; fair good surface to E. Kilbride, and after that greatly improving till approaching Paisley.

| Miles from Paisley. | Places on the Road.                               | Mileage.       |        | General description of the Road.                                                                                                                   |
|---------------------|---------------------------------------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                                   | Inter-mediate. | Total. |                                                                                                                                                    |
| 20                  | STRATHAVEN ( <i>a</i> ) . . . . .<br>(The Green.) | ...            | ..     | From centre of village proceed due N.W. having the Powmillon Burn on <i>L.</i> , road ascending somewhat stiffly for a m., then easier rise to for |

| Paisley. | Places on the Road.                                           | Mileage.        |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------|---------------------------------------------------------------|-----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                                                               | Inter-mediate.  | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1        | Chapelton .....                                               | 2 $\frac{3}{4}$ |        | before Chapelton, where keep <i>l.</i> ; descent for about $\frac{1}{4}$ m., then fairly level for a m. Quick descent for nearly $\frac{1}{2}$ m., and very undulating, with downward tendency, to East Kilbride, keeping to <i>r.</i> before the village. Fair surface over the hills; good towards East Kilbride.                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2        | East Kilbride .....                                           | 5 $\frac{1}{4}$ | 8      | On meeting Route 77 at right-angles turn <i>l.</i> , and at fork 1 m. further bear to <i>r.</i> , descending road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|          | Fork-roads .....                                              | 1               |        | Rise of over $\frac{1}{2}$ m. with long descent of $1\frac{1}{2}$ m., short sharp climb, and continued fall to Busby rly. sta., passing under rly. and ascending through village. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3        | Busby .....                                                   | 3               | 12     | Beyond the village join Route 76 on <i>l.</i> , and bear round to <i>l.</i> with long descent by Clarkston towards the cross-roads where Route 20 is passed. Road bends sharp <i>l.</i> over a br. nearly 1 m. further, then turns <i>r.</i> just beyond. Fairly level for $\frac{1}{2}$ m. and long straight descent to a br., beyond which keep <i>r.</i> ( <i>l.</i> to Barrhead); rise and fall to Nitshill, passing under rly. before the village. Cross Levern Water, and keep straight on at Hurlet, road rising from the br.; then undulating, with downward trend, towards Paisley. Cross rly., pass river on <i>r.</i> , and at end of Orchard St. turn <i>r.</i> to the Cross and High St. Very good surface, except near Paisley. |
| 4        | Clarkston .....                                               | $\frac{3}{4}$   |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5        | [Thornliebank].....<br>(Village $\frac{1}{4}$ m. off road) .. | 1 $\frac{3}{4}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6        | Nitshill .....                                                | 2               |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7        | Hurlet .....                                                  | $\frac{1}{2}$   |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|          | Paisley .....                                                 | 3               | 20     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|          | (Cross.)                                                      |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**STRATHAVEN TO PAISLEY. Reverse.**—From Cross proceed southwards by Causewayside St., and where streets cross turn *l.* along Orchard St., and passing river on *l.*, keep to *r.* at fork a m. out, and at fork a m. further still bear *l.*, then straight on. At  $\frac{3}{4}$  m. beyond Nitshill avoid a road to *l.* (leading to Pollokshaws), and a m. further turn sharp *l.*, cross br., and turn sharp *r.* Keep straight on over cross-roads and bear to *l.* at fork before Busby. Pass through village and under rly.; join Route 77 before E. Kilbride, and turn sharp *r.* passing through that village. Unmistakable to Strathaven.

Pronounced Straven.



## ROUTE 76. EAGLESHAM TO GLASGOW.

A good road, practically downhill all the way; surface spoiled by heavy traffic near Glasgow, and stone setts rough in the city.

| Miles from Glasgow. | Places on the Road. | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------|---------------------|-----------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                     | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 9                   | EAGLESHAM .....     |                 |                 | From cross-roads at E. end of village proceed in a northerly direction, crossing the small stream, and having the village on <i>L.</i> Steep straight descent to a br. and an easier fall to Waterfoot. Keep to <i>r.</i> just beyond, over a fairly level road for nearly a m., descending after junction, on <i>r.</i> , with Route 75, to Clarkston, where turn <i>r.</i> over rly. Good surface.                                                                                                                                                                                                         |
| 6 $\frac{3}{4}$     | Waterfoot .....     | 2 $\frac{1}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5 $\frac{1}{4}$     | Clarkston .....     | 1 $\frac{1}{2}$ | 3 $\frac{3}{4}$ | Descending road to fork where bear <i>L.</i> , with fall towards New Cathcart; White Cart Water crossed beyond, and, passing under rly., Old Cathcart Rd. joined on <i>r.</i> , tramlines met at Mount Florida; keep straight on by Cathcart Rd., through Crosshill and Govanhill. Cross over rly. and at fork keep to <i>L.</i> ( <i>a</i> ) by Cathcart St. and Main St., crossing the Clyde by Victoria Br. and passing under rly. in Stockwell St., and turn <i>L.</i> , a few yds. further, into Argyle St. and take third turn on <i>r.</i> (Queen St.) to Royal Exchange. Rough surface into Glasgow. |
| 3 $\frac{1}{2}$     | New Cathcart .....  | 1 $\frac{1}{2}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2 $\frac{1}{2}$     | Mount Florida.. ... | 1               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2                   | Crosshill .....     | $\frac{1}{2}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | (Railway Station.)  |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1 $\frac{3}{4}$     | Govanhill .....     | $\frac{1}{4}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | (Church.)           |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| $\frac{3}{4}$       | Gorbals Cross ..... | 1               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | GLASGOW .....       | $\frac{1}{4}$   | 9               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | (Royal Exchange.)   |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**EAGLESHAM TO GLASGOW Reverse.**—At foot of Queen St. turn *L.* into Argyle St. and follow tramlines round to *r.* down Stockwell St. and over Victoria Br.; follow the Cathcart Rd. southwards and nearly  $\frac{1}{2}$  m. beyond Mount Florida bear *r.* under rly. br. by New Cathcart Rd. Keep to *r.* at fork beyond Clarkston, thence straight on to Eaglesham.

(*a*) Or, keep to *r.* at this fork, along Crown St. and over Albert Br. into the Saltmarket, and at Glasgow Cross bear *L.* along Trongate and Argyle St., and to *r.* up Queen St. to Royal Exchange.

## ROUTE 77. EAGLESHAM TO GLASGOW.

(Via East Kilbride.)

A hilly road, chiefly, however, downhill from beyond E. Kilbride. The surface is good to Rutherglen, when it is apt to be traffic-worn into Glasgow. Route 76 is the shorter and the better road.

| Miles from Glasgow. | Places on the Road.    | Mileage.       |        | General description of the Road.                                                              |
|---------------------|------------------------|----------------|--------|-----------------------------------------------------------------------------------------------|
|                     |                        | Inter-mediate. | Total. |                                                                                               |
| 12 $\frac{3}{4}$    | EAGLESHAM .....        |                |        | From the cross-roads near E. end of village, the road slopes down to the White Cart Water and |
|                     | (East end of village.) |                |        |                                                                                               |

Route 77. **EAGLESHAM TO GLASGOW**—*continued.*

| <i>Miles from Glasgow.</i> | <i>Places on the Road.</i>            | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                         |
|----------------------------|---------------------------------------|-----------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                       | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                 |
|                            |                                       |                       |               | ascends towards Hairmyres, is undulating, with downward tendency towards the junction with Route 75 on <i>L.</i> , and again rises towards E. Kilbride. Good surface.           |
| 8½                         | East Kilbride .....                   | 4½                    | 4½            | Keep straight on, passing the village on <i>r.</i> , and having rly. also on <i>r.</i> ; at branch roads keep to <i>L.</i> ( <i>r.</i> , Route 78) with ascent towards Nerston. |
| 6¾                         | Nerston .....                         | 1¾                    |               | A m. beyond, the long hill down towards Rutherglen commences—a steepish decline 2½ m. long. Good surface on the whole.                                                          |
| 3                          | Rutherglen .....<br>(Railway Bridge.) | 3¾                    | 9¾            | Pass straight on through the E. portion of the town, crossing rly. just beyond, descending to junction, on <i>r.</i> , with Route 32.                                           |
| 2½                         | Dalmarnock Bridge .....               | ½                     |               | Route 32 to Royal Exchange.                                                                                                                                                     |
|                            | <b>GLASGOW</b> .....                  | 2½                    | 12¾           |                                                                                                                                                                                 |
|                            | (Royal Exchange.)                     |                       |               |                                                                                                                                                                                 |

**EAGLESHAM TO GLASGOW.** *Reverse.*—Reverse of Route 32 to Dalmarnock Br. at fork, beyond which keep to *r.* crossing rly. and passing through E. end of Rutherglen. A m. further keep to *L.*, and 2 m. beyond that to *r.* Pass E. Kilbride on *L.*; keep to *L.* at fork, and straight on to Eaglesham.

**EDITOR'S NOTE.**—A road connects Eaglesham south-westward with Route 20, joining that route some 3 m. N. of Fenwick. The climb out of Eaglesham is very stiff for nearly 2 m., and there are two further stiff rises before the actual summit is gained. It is then practically all downhill to Fenwick. The road is a poor one from Eaglesham to junction with Route 20.

**ROUTE 78. HAMILTON TO EAST KILBRIDE.**

The direct road; uphill most of the way, but the hills are comparatively easy, and the surface good throughout.

| <i>Miles from E. Kilbride.</i> | <i>Places on the Road.</i>     | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                             |
|--------------------------------|--------------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                     |
| 6½                             | Hamilton .....<br>(Town Hall.) | ...                   | ...           | From Town Hall proceed westwards, passing the North British Rly., and bearing slightly to <i>L.</i> at cross-streets, passing the Caledonian Rly. (West) Sta. on <i>r.</i> ; cross a small stream, keep to <i>L.</i> at fork; pass the rly. and keep to <i>r.</i> at next fork. Easy rise towards Blantyre; good surface when well out of Hamilton. |
| 3½                             | Blantyre .....                 | 3                     | 3             | Keep straight through the village, and pass under the rly., ascending a steepish hill for about ½ m., then fairly level for another ½ m., and re-ascending for 2½ m. towards East Kilbride, a m. before                                                                                                                                             |

# Route 78. HAMILTON TO EAST KILBRIDE—continued.

| Miles from<br>E. Kilbride | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                             |
|---------------------------|------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                              |
| I                         | Road junction .....    | 2½                      |        | which place Route 77 is met : turn sharp <i>l.</i> The village lies on the south of this road. Good surface. |
|                           | EAST KILBRIDE .....    | I                       | 6½     |                                                                                                              |
|                           | (North end.)           |                         |        |                                                                                                              |

**HAMILTON TO EAST KILBRIDE.** *Reverse.*—Having village and rly. on *r.*, proceed in a N.E. direction and turn sharp *r.* a m. out. Keep straight through Blantyre and towards Hamilton, bearing slightly to *r.* at cross streets above rly. to Town Hall.

# ROUTE 79. STRATHAVEN TO NEWMAINS.

A very hilly cross-country road with good surface, as a whole, throughout.

| Miles from<br>Newmains. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                   |
|-------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                    |
| II ¼                    | STRATHAVEN .....       | ...                     | ...    | Leaving cross-roads in village proceed due eastward on a descent towards the Avon Water ; then an undulating road, and falling to Stonehouse. Good surface.                                                                                        |
|                         | (The Green.)           |                         |        |                                                                                                                                                                                                                                                    |
|                         | ↓                      |                         |        |                                                                                                                                                                                                                                                    |
| 7 ½                     | Stonehouse .....       | 3 ¾                     | 3 ¾    | Keep straight through centre of village ascending to the cross-roads, steepish hill, and descending a long slope down towards Garrion Br., passing rly. sta. Awkward bend near foot of hill ; steep descent—dangerous. Turn sharp <i>l.</i> to br. |
| 6 ¼                     | ↑ Cross-roads .....    | I ½                     |        |                                                                                                                                                                                                                                                    |
| 4 ½                     | Ayr Road Station ..... | I ¾                     |        |                                                                                                                                                                                                                                                    |
|                         | ↓                      |                         |        |                                                                                                                                                                                                                                                    |
| 3 ¾                     | Garrion Bridge .....   | ¾                       | 7 ½    | Very steep climb beyond the br. for fully a m. and an easier ascent from Overton to Waterloo, where Route 33 is crossed. Good surface.                                                                                                             |
|                         | ↑                      |                         |        |                                                                                                                                                                                                                                                    |
| 2 ½                     | Overton .....          | I ¼                     |        | Keep straight on, over an easy bit of road—almost level, towards Newmains. Join Route 34 on <i>r.</i> before entering the town. Surface good.                                                                                                      |
| I ½                     | Waterloo .....         | I                       | 9 ¾    |                                                                                                                                                                                                                                                    |
|                         | (Cross-roads.)         |                         |        |                                                                                                                                                                                                                                                    |
|                         | NEWMAINS .....         | I ½                     | II ¼   | Route 85 joined at cross-roads in the town.                                                                                                                                                                                                        |

**STRATHAVEN TO NEWMAINS.** *Reverse.*—Proceeding southwards from the town and turn sharp *r.* at branch roads. Cross Garrion Br. and Route 32 beyond and ascend the steep hill in front ; thence straight on to Strathaven.

## ROUTE 80. HAMILTON TO AIRDRIE.

A steady climb most of the way, therefore preferable if ridden in reverse direction ; on the whole, a good road, but apt to be rough locally through the towns and larger villages.

| Miles from<br>Airdrie.           | Places on the<br>Road.                                           | Mileage.                                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------|------------------------------------------------------------------|-----------------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                                                  | Inter-<br>medi-<br>ate.                 | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9 $\frac{3}{4}$                  | Hamilton .....<br>(Cross.)                                       | ...                                     | ...             | Proceed from the Cross a few yds. S. E. and turn to <i>L.</i> , having grounds of Hamilton Palace on <i>L.</i> , to Motherwell Br., where the R. Clyde is crossed. Long ascent from the br. to Motherwell. Good surface.                                                                                                                                                                                                                                                                       |
| 9                                | Motherwell Bridge ...<br>↑                                       | 3 $\frac{1}{4}$                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 $\frac{3}{4}$                  | Motherwell ...<br>↑                                              | 1 $\frac{1}{4}$                         | 2               | Keep straight on over the cross-roads in the town ( <i>r.</i> and <i>L.</i> , Route 33) descending to the S. Calder Water, and re-ascending through Carfin to Newarthill—a village extending for some distance along the road. Steady rise towards Newhouse, before which Route 34 is joined on <i>r.</i> Proceed as in that Route to E. end of Airdrie, where at cross-roads turn to <i>L.</i> into the town, to the Cross. Fairly good surface until near Airdrie, when it becomes inferior. |
| 6 $\frac{1}{2}$                  | Carfin .....<br>↑                                                | 1 $\frac{1}{4}$                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5                                | Newarthill .....<br><i>Join Route 34.</i>                        | 1 $\frac{1}{2}$                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3 $\frac{3}{4}$<br>$\frac{5}{4}$ | Newhouse .....<br>Cross-roads .....<br>Airdrie .....<br>(Cross.) | 1 $\frac{1}{4}$<br>3<br>3 $\frac{1}{4}$ | 9 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**HAMILTON TO AIRDRIE** *Reverse.*—Proceed due eastwards for  $\frac{3}{4}$  m. along the Edinburgh Rd., and at cross-roads turn sharp *r.* ; then as in reverse of Route 34 to beyond Newmains, where at fork keep to *r.* (see p. 44). Beyond Newarthill keep to *L.*, then straight on through Motherwell to Hamilton, entering the latter town having park of Hamilton Palace on *r.*, to Cross.

## ROUTE 81. CARNWATH TO LANARK.

Forms, with Route 82, a connection between Lanark and Edinburgh, though the better road in every way is Route 83. Undulating road with a fairly good surface.

| Miles from<br>Lanark. | Places on the<br>Road.                 | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                  |
|-----------------------|----------------------------------------|-------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                   |
| 6 $\frac{3}{4}$       | CARNWATH .....<br>(Centre of village.) | ...                     | ...             | From centre of village proceed due westward, passing churches on <i>r.</i> and <i>L.</i> , crossing rly., and bearing to <i>L.</i> at fork. An undulating road towards Carstairs, bending to <i>L.</i> before the village. Fair surface.          |
| 4                     | Carstairs .....<br>(Church.)           | 2 $\frac{3}{4}$         | 2 $\frac{3}{4}$ |                                                                                                                                                                                                                                                   |
| 2 $\frac{3}{4}$       | Ravenstruther .....                    | 1 $\frac{1}{4}$         |                 | Pass straight through the village, road ascending beyond, then falling to Ravenstruther, passing rly. Keep straight through this village also, avoiding road to <i>r.</i> on leaving ; gradually ascending road for fully 2 m., crossing rly. and |

## Route 81.

**CARNWATH TO LANARK**—*continued.*

| <i>Miles from Lanark.</i> | <i>Places on the Road.</i>                                                        | <i>Mileage.</i>       |                 | <i>General description of the Road.</i>                                                                 |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------|-----------------|---------------------------------------------------------------------------------------------------------|
|                           |                                                                                   | <i>Inter-mediate.</i> | <i>Total.</i>   |                                                                                                         |
|                           |  |                       |                 |                                                                                                         |
|                           | <b>LANARK</b> .....<br>(Cross.)                                                   | 2 $\frac{3}{4}$       | 6 $\frac{3}{4}$ | descending into Lanark. Care necessary in riding into the town to the Cross. Good surface on the whole. |

**CARNWATH TO LANARK.** *Reverse.*—Going up Lanark High St., bear to *l.* (*r.* to rly. sta.) and keep to *r.* at fork a m. out. Road bends to *l.* through Carstairs then to *r.* and is easily followed to Carnwath.

**ROUTE 82. CARNWATH TO EDINBURGH.**

With Route 81, affords communication between Lanark and Edinburgh, but the better road is via Mid Calder, Route 83. This road detailed below, by Pentland-side to Edinburgh, is a very dreary one, hilly, and of an inferior surface in parts.

| <i>Miles from Edinburgh</i> | <i>Places on the Road.</i>                                                          | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------|-------------------------------------------------------------------------------------|-----------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                                                                     | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 25 $\frac{3}{4}$            | <b>CARNWATH</b> .....<br>(Centre of village.)                                       | ...                   | ...              | Proceeding eastward bear to <i>l.</i> on a long gradual ascent for 2 m. with fall and rise before Parkneuk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 23                          | <i>Parkneuk</i> ..                                                                  | 2 $\frac{3}{4}$       |                  | Quick descent to the R. North Medwin, then an undulating ascending road on the hillsides, through wild and dreary country. Over a m. beyond S. Tarbrax the road falls for about 2 m. then re-ascends for fully 3 m., beyond which there is a steepish descent and a long undulating downhill run for over 4 m. Quick fall towards Balerno and a gradual downward tendency through Currie to beyond Juniper Green, beyond which latter place keep to <i>l.</i> at fork ( <i>r.</i> , to Colinton, see note); long descent to Slateford. Surface very poor, and rough in parts, over the hills to Balerno, then improving, but rather lumpy through the villages to Slateford. |
| 20                          | <i>South Tarbrax</i> .....                                                          | 3                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 13 $\frac{3}{4}$            | <i>Cairns Castle</i> .....                                                          | 6 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                             |  |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 10 $\frac{1}{2}$            | <i>Road junction</i> .....                                                          | 3 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                             |  |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7 $\frac{1}{2}$             | Balerno Station .....                                                               | 3                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 6 $\frac{1}{4}$             | Currie.....                                                                         | 1 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5 $\frac{1}{4}$             | Juniper Green .....                                                                 | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                             | [Colinton 1 $\frac{1}{4}$ m.]                                                       |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                             |  |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3 $\frac{1}{4}$             | Slateford .....                                                                     | 2                     | 22 $\frac{1}{2}$ | Pass under canal and rly., with fairly level road towards Edinburgh but with poor surface, traffic-worn. Cross Suburban and Caledonian Rlys. and turn <i>l.</i> down Ardmillan Terr. (tramlines) and follow tramlines to General Post Office at E. end of Princess St. as in Route 83 (which is joined at Dalry Cemetery).                                                                                                                                                                                                                                                                                                                                                   |
|                             | <i>Join Route 83.</i>                                                               |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                             | <b>EDINBURGH</b> .....<br>(General Post Office.)                                    | 3 $\frac{1}{4}$       | 25 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**CARNWATH TO EDINBURGH.** *Reverse.*—Reverse of Route 83 to Dalry Cemetery, at end of



which bear to *L.* up Ardmillan Terr. At Balerno Sta. keep to *r.*, thence an open unmistakable road to Carnwath.

EDITOR'S NOTE.—By keeping to *r.*, downhill, at fork beyond Juniper Green, Edinburgh may be entered by Colinton and Craiglockhart Hydropathic. Keep over the long br. to *r.* at Colinton, crossing river and rly., and ascending through the village the road runs fairly level through a fine avenue of trees. At the end of this avenue turn *L.* passing the Hydropathic on *r.* with downhill stretch towards tram terminus at Craiglockhart. Follow tramlines by Gilmour Pl. to Howe St., where bear *L.* and again to *L.* at Tollcross. Continue down Lothian Rd. to W. end of Princess St. and go along that street to G.P.O. Fairly good macadam to tram terminus, then poorer surface.

If desiring to reach the south side of Edinburgh keep straight up by Myreside at tram terminus, and on reaching the top of the hill near Merchiston Castle School (on *L.*) bear to *r.* along Abbotsford Cres. and again to *r.* into Abbotsford Park; a few yds. further bear round to *L.*, and to *r.* again on meeting tramlines, going a short way down the hill. At ch. on *L.* bear round to *L.* into Newbattle Terr. and go straight on down Grange Loan into Newington. This is a very pleasant suburban run and avoids busy thoroughfares.

## ROUTE 83. LANARK TO EDINBURGH.

The best road to Edinburgh, and preferable in every way to Routes 81 and 82. The hills are easy, and the tendency is all downward from the summit near Whitehouse. Surface variable, but good on the whole.

| Miles from<br>Edinburgh. | Places on the<br>Road. | Mileage.           |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------|------------------------|--------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 33½                      | LANARK<br>(Cross.)     | —                  | —      | From Bloomgate (lower part of High St.) proceed by Hope St., with easy rise to level on good surface; then undulating, with decline to the Mouse Water. Caledonian Rly. (caution) passed, road ascending, over the cross-road, to Harelaw, then easy to a small burn over 2 m. beyond and ascending to Forth. Good surface.                                                                                                                                                                                          |
| 29¼                      | Harelaw                | 4¼                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 25½                      | Forth                  | 3¾                 | 8      | Roughish through this village on upward incline, then descending, passing under rly., and having Wilsontown on <i>r.</i> Now the tendency is upward, then a stretch of fairly level road, then again rising, easily, towards the highest point on the road. At fork beyond Whitehouse keep to <i>r.</i> ( <i>L.</i> , Route 84) with a long descent to West Calder. Surface inferior, and rough near summit.                                                                                                         |
| 24½                      | [Wilsontown]           | 1                  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 22½                      | Whitehouse             | 2                  |        | Keep straight through village and bear to <i>L.</i> on leaving, passing the rly. ( <i>r.</i> , cross-road to Route 82—fair surface). Undulating to Bellsquarry and falling to Mid Calder. Good surface.                                                                                                                                                                                                                                                                                                              |
| 21                       | Blinkbonny             | 1½                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 17¼                      | West Calder            | 3¾                 | 16¼    | Bear round to <i>r.</i> in the village, cross the br., and keeping to <i>L.</i> before East Calder ( <i>r.</i> to Mid Calder Sta. and Kirknewton), an undulating road, with downward tendency towards Edinburgh; surface rather lumpy, but very fair as a whole. Water of Leith crossed before Gorgie, and Suburban Rly. passed. Stone setts met with, and the city entered, by Gorgie Rd. Bear to <i>L.</i> on meeting tramlines at corner of Dalry Cemetery, pass under rly. br. and follow tramlines to Haymarket |
| 15¼                      | Bellsquarry            | 2                  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 12½                      | Mid Calder             | 2¾                 | 21     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11¾                      | East Calder            | ¾                  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 9½                       | Wilkieston             | 2¼                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5½                       | Long Hermiston         | 4                  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3                        | Gorgie                 | 2½                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2½                       | Gorgie School          | ½                  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1¼                       | Haymarket Station      | 1¼                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## Route 83.

LANARK TO EDINBURGH—*continued.*

| <i>Miles from<br/>Edinburgh.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                    |
|----------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                            |
| $\frac{3}{4}$                    | Princes Street Station..       | $\frac{1}{2}$                    |                  | Sta. (on L.). Keep straight on by W. Maitland St., and between the gardens at Coates' Cres., to Caledonian Sta. at W. end of Princes St. Continue along that street (wood paving) to General Post Office at the E. end. Lumpy surface into Edinburgh, and uneven paving before Princes St. |
|                                  | <b>EDINBURGH</b> .....         | $\frac{3}{4}$                    | 33 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                            |
|                                  | (General Post Office.)         |                                  |                  |                                                                                                                                                                                                                                                                                            |

**LANARK TO EDINBURGH. Reverse.**—From General Post Office go westward along Princes St., and follow tramlines along Maitland St. to Haymarket Sta., where bear to L. following a line of tramway along Dalry Rd. Towards end of Dalry Cemetery bear to r. and leave by Gorgie Rd. Straight on to Mid Calder, in which village bear round to L. and keep to r. at fork, beyond. Passing W. Calder rly. sta. bear r. into village and keep to L. at fork after crossing a small stream. At fork near Wilsontown village (which lies on L.) keep to r. and again to r. after crossing the Mouse Water before Lanark, and bear to L. into the town.

## ROUTE 84. LANARK TO LINLITHGOW.

A typical cross-country road, moderately hilly throughout, and with a variable surface, which improves, however, after Armadale. The gradients are, on the whole, in favour of the rider, and the scenery is, in parts, attractive.

| <i>Miles from<br/>Linlithgow</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                     |
|----------------------------------|--------------------------------|----------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                             |
| 25 $\frac{1}{2}$                 | <b>LANARK</b> .....            | ..                               | ...              | Route 83 to Whitehouse.                                                                                                                                                                                                                                                                                                                                     |
| 14 $\frac{1}{2}$                 | Whitehouse .....               | II                               | II               | Bear to L., down a rough descent, then undulating with downward trend crossing Route 85. Road re-ascends, is level for a short way, then rises up a stiffish slope towards Longridge, where a by-road is crossed in the village. Out of the village there is a short bit of level, then the downward slope towards Whitburn commences. Indifferent surface. |
|                                  | (Fork-roads.)                  |                                  |                  |                                                                                                                                                                                                                                                                                                                                                             |
| 13                               | Cross-roads .....              | I $\frac{1}{2}$                  |                  | Cross old Edinburgh—Glasgow Road (Routes 86, 87), and keep straight on—passing over R. Almond, with a rise beyond and an undulating decline towards Armadale Sta., followed by a short rise and a roughish fall to Armadale. Poor surface in parts.                                                                                                         |
| 11 $\frac{1}{2}$                 | Longridge .....                | I $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                             |
| 9 $\frac{3}{4}$                  | Whitburn .....                 | I $\frac{3}{4}$                  | 15 $\frac{3}{4}$ | Pass straight through village, crossing Route 90 at                                                                                                                                                                                                                                                                                                         |
| 8 $\frac{1}{4}$                  | Armadale Station .....         | I $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                             |
| 7 $\frac{1}{4}$                  | Armadale .....                 | I                                | 18 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                             |

Route 84. **LANARK TO LINLITHGOW**—*continued.*

| <i>Miles from<br/>Linlithgow</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5 $\frac{1}{4}$                  | Couston Water.....             | 2                                |                  | right-angles, and at over $\frac{1}{4}$ m., where five roads meet, bear slightly to <i>r.</i> and keep straight on to <i>br.</i> (Couston Water); ascent beyond, keeping to <i>L.</i> at fork, then short bit of level road with fall towards the Brunton Burn, somewhat rough, and a moderately steep ascent, bearing round to <i>r.</i> in $\frac{1}{2}$ m. Road re-descends towards the canal and is undulating with downward tendency to Linlithgow, passing under <i>rly.</i> and entering at <i>W.</i> end of the town; bear to <i>r.</i> along High St. to Cross. Comparatively good surface from Armadale. |
| 4 $\frac{1}{2}$                  | Brunton Burn.....              | $\frac{3}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2                                | Canal Bridge .....             | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                  | <b>LINLITHGOW</b> .....        | 2                                | 25 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                  | (Cross.)                       |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**LANARK TO LINLITHGOW.** *Reverse.*—From Cross going westwards along High St. bear to *L.*, at second road, near end of the town, and pass under *rly.* and over canal. Keep to *r.* at fork at nearly 4 m. out (d.p.), and at 1 $\frac{1}{4}$  m. beyond keep to *L.* before the Couston Water, and keep straight on to Armadale, and Whitburn. At  $\frac{1}{2}$  m. beyond latter place bear to *L.*, then a fairly straightforward road to junction with Route 83. Reverse of that route to Lanark.

**ROUTE 85. WISHAW TO MID CALDER.**

A rather uninteresting road through the open moorland of the coal and iron district beyond Newmains. Surface loose and inferior to West Calder, then good.

| <i>Miles from<br/>Mid Calder</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------------|--------------------------------|----------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 20 $\frac{1}{4}$                 | Wishaw .....                   | ...                              | ...              | From the cross-streets at centre of town proceed due N. E. towards Cambusnethan, ascending into that village. Level towards Newmains, where keep straight on, crossing Route 34 and passing <i>rly.</i> , descending to the river valley and on a rising, winding road to Damside. Easier for nearly a m., then a long gradual ascent followed by a series of easy undulations to Breich, where Route 84 is crossed. Poor surface after Newmains. |
| 19 $\frac{1}{4}$                 | Cambusnethan .....             | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 18 $\frac{1}{4}$                 | Newmains.....                  | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 17 $\frac{1}{4}$                 | Bonkle .....                   | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 15 $\frac{1}{4}$                 | Damside .....                  | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9                                | Breich Cross-roads.            | 6 $\frac{3}{4}$                  | 11 $\frac{1}{4}$ | From the cross-roads the gradient is all in the rider's favour to West Calder—a straight road with <i>rly.</i> lying on <i>L.</i> Join Route 83 on <i>r.</i> before                                                                                                                                                                                                                                                                               |

## Route 85.

**WISHAW TO MID CALDER**—*continued.*

| Miles from<br>Mid Calder | Places on the<br>Road.  | Mileage.                |                  | General description of the Road.                                                                              |
|--------------------------|-------------------------|-------------------------|------------------|---------------------------------------------------------------------------------------------------------------|
|                          |                         | Inter-<br>medi-<br>ate. | Total.           |                                                                                                               |
| 4 $\frac{1}{4}$          | West Calder.....        | 4 $\frac{1}{4}$         | 15 $\frac{1}{2}$ | West Calder and cross a small stream, still descending into the town. Poor surface, rough and loose in parts. |
|                          | <b>MID CALDER</b> ..... | 4 $\frac{3}{4}$         | 20 $\frac{1}{4}$ | Route 83 to Mid Calder.                                                                                       |

**WISHAW TO MID CALDER.** *Reverse.*—Reverse of Route 83 to West Calder, at fork about a m. beyond which keep to *r.* having rly. on *r.* Keep straight on over Breich cross-roads and beyond. Avoid a road to *L.* at Damside and go straight on over cross-roads in Newmains, to Wishaw.

**ROUTE 86. WHITBURN TO GLASGOW.**

Portion of the old road between Edinburgh and Glasgow but now much disused, the preference as through routes being given to Routes 90 and 91. Easy gradients and fairly good surface to Newhouse, and very good to within the vicinity of Glasgow, when it becomes spoiled by traffic.

| Miles from<br>Glasgow. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------|------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 23 $\frac{3}{4}$       | <b>WHITBURN</b> .....  | ...                     | ...              | Leaving the village due westward, a gradual ascent towards Harthill with short level at the village and rise beyond. Easy road for nearly a m., then re-ascending; keep to <i>r.</i> at fork ( <i>L.</i> , loop road by Kirk of Shotts). Ascent through dreary moorland with fairly level approach to Shotts, and a fall and slight ascent towards Salsburgh and a long straight decline to Newhouse, where Routes 34 and 80 are passed. Good surface for some distance beyond Whitburn, then poorer and indifferent over the higher ground, improving near Newhouse. |
| 21                     | Harthill.....          | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 17                     | Shotts.....            | 4                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 16                     | Salsburgh .....        | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 14                     | Newhouse.. .....       | 2                       | 9 $\frac{3}{4}$  | Keep straight on, having a fine straight descent through Holytown towards Mossend, passing rly., and level to Bellshill. Good surface.<br>Route 33 to Glasgow.                                                                                                                                                                                                                                                                                                                                                                                                        |
| 12                     | Holytown .....         | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10 $\frac{3}{4}$       | Mossend .....          | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9 $\frac{3}{4}$        | Bellshill.....         | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                        | <b>GLASGOW</b> .....   | 9 $\frac{3}{4}$         | 23 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**WHITBURN TO GLASGOW.** *Reverse.*—Reverse of Routes 1 and 33 to Bellshill, keeping straight on out of that town and avoiding all branch and cross-roads to Whitburn.

## ROUTE 87. WHITBURN TO EDINBURGH.

See summary to previous route. An easily undulating road, with good surface to Mid Calder.

| Miles from<br>Edinburgh. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                          |
|--------------------------|------------------------|-------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                           |
| 21                       | WHITBURN .....         | ...                     | ...             | Leave village due eastwards with fairly level run to E. Whitburn and long gradual fall to the R. Almond at Blackburn, with rise into the village. Good surface.                                                           |
| 20 $\frac{1}{4}$         | E. Whitburn .....      | $\frac{3}{4}$           |                 |                                                                                                                                                                                                                           |
| 18 $\frac{3}{4}$         | Blackburn .....        | 1 $\frac{1}{2}$         | 2 $\frac{1}{4}$ | Ascent of over a m. out of Blackburn, with fall and rise to Cousland and long descent towards Livingston. Road turns to r., then sharp l., in the village. Good surface.                                                  |
| 16 $\frac{3}{4}$         | Cousland .....         | 2                       |                 |                                                                                                                                                                                                                           |
| 15                       | Livingston .....       | 1 $\frac{3}{4}$         | 6               | Easy running towards Mid Calder; at nearly 1 $\frac{1}{2}$ m. from Livingston village turn to r., re-cross R. Almond and bear round to l. when over, having grounds of Calder House on r. to Mid Calder. Capital surface. |
| 12 $\frac{1}{2}$         | Mid Calder .....       | 2 $\frac{1}{2}$         | 8 $\frac{1}{2}$ |                                                                                                                                                                                                                           |
|                          | EDINBURGH .....        | 12 $\frac{1}{2}$        | 21              | Route 83 to Edinburgh.                                                                                                                                                                                                    |

**WHITBURN TO EDINBURGH. Reverse.**—Reverse of Route 83 to Mid Calder. Bear to r. towards centre of village, having grounds of Calder House on l.; at a m. out turn sharp r. over R. Almond then round to l., having river on l. Bear round to r. in Livingston and keep to l. at branch-roads on leaving, thence unmistakable to Whitburn.

## ROUTE 88. AIRDRIE TO SLAMANNAN.

A fairly good road to beyond Greengairs, when it degenerates and is very inferior to Slamannan. Some sharp rises and falls after leaving Route 34.

| Miles from<br>Slamannan | Places on the<br>Road.          | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------|---------------------------------|-------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                 | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                           |
| 10                      | Airdrie .....                   | ...                     | ...             | Proceed $\frac{3}{4}$ m. due E. along Edinburgh—Glasgow Road to cross-roads and turn, here, to l., following Route 34 by Rawyards to branch-roads, 2 m. beyond that village. Bear to r. and again to r. in $\frac{1}{4}$ m.; at over $\frac{1}{2}$ m. further the road goes down a steep hill to a stream and re-ascends, steeply, beyond, to village of Greengairs. Fairly good surface. |
|                         | (Cross.) .....                  |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                           |
| 9 $\frac{1}{4}$         | Cross-roads .....               | $\frac{3}{4}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                           |
| 8 $\frac{1}{2}$         | Rawyards .....                  | $\frac{1}{4}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                           |
| 6 $\frac{1}{2}$         | Branch-roads .....              | 2                       |                 |                                                                                                                                                                                                                                                                                                                                                                                           |
|                         | ↑<br>↑<br>↑<br>Greengairs ..... | 2                       | 5 $\frac{1}{2}$ | Undulating road with fall and rise before and beyond another small stream, and a poor road, with rise and fall, to Slamannan.                                                                                                                                                                                                                                                             |



## Route 88.

AIRDRIE TO SLAMANNAN—*continued.*

| <i>Miles from<br/>Slamannan</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                         |
|---------------------------------|--------------------------------|----------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                 |
|                                 | SLAMANNAN .....                | 4½                               | 10            | [A road runs from the village N. to Falkirk and one goes S., by the sta., to Route 90; both are hilly roads with fair surface, but both have a dangerous hill.] |

AIRDRIE TO SLAMANNAN. *Reverse.*—At S. end of village bear round to *r.*; at junction with Route 34, 2 m. beyond Greengairs, turn *l.*, and at cross-roads at E. end of Airdrie turn sharp *r.* into that town.

## ROUTE 89. MID CALDER TO SOUTH QUEENSFERRY.

A pleasantly undulating cross-country road with some varied scenery of a pastoral nature. Surface indifferent at first, then good. Fine view of Forth Bridge above Queensferry.

| <i>Miles from<br/>South<br/>Queensferry.</i> | <i>Places on the<br/>Road.</i>       | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------|--------------------------------------|----------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                              |                                      | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 11½                                          | MID CALDER .....                     | ...                              | ...           | Route 83 to Wilkieston.                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 8½                                           | Wilkieston .....                     | 3                                | 3             | Turn to <i>l.</i> , ascending road towards Bonnington, where bear to <i>r.</i> , with descent into Ratho.                                                                                                                                                                                                                                                                                                                                |
| 7¼                                           | Bonnington .....                     | ¾                                |               | Passing through village, bear round to <i>l.</i> crossing the canal, beyond which, on meeting another road at right angles turn <i>l.</i> and, a short way further, to <i>r.</i> Ascent and descent before Ratho sta., where one rly. is passed under and another crossed. On meeting main road (Route 90) turn <i>l.</i> and at Newbridge cross-roads ¾ m. further turn sharp <i>r.</i> Indifferent surface to junction with main road. |
| 6¼                                           | Ratho .....                          | 1½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5                                            | Ratho Station .....                  | 1¼                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4¾                                           | Road junction .....                  | ¼                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4                                            | Newbridge Cross-roads .....          | ¾                                | 7½            | At nearly ¾ m. bear to <i>l.</i> , crossing R. Almond, then turn sharp <i>r.</i> towards Kirkliston. Bear <i>r.</i> on entering village then round to <i>l.</i> to main road (Route 91). Fair surface.                                                                                                                                                                                                                                   |
| 2½                                           | Kirkliston .....                     | 1½                               | 9             | Cross over main road opposite Inn, ascending at first, then an undulating road on E. side of Dundas Castle policies; avoid roads on <i>r.</i> and <i>l.</i> before Queensferry. Very steep and dangerous descent into the town <i>which should not be ridden.</i> Good surface after Kirkliston.                                                                                                                                         |
|                                              |                                      |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                              | SOUTH QUEENSFERRY...<br>(Town Hall.) | 2½                               | 11½           |                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**MID CALDER TO SOUTH QUEENSFERRY.** *Reverse*—Starting from the main st. which runs E. and W. through the town, take first turning to L. W. of Town Hall, up a steep hill—unrideable. Cross main road at Kirkliston near the Inn and turn round to r. in the village then to L., having R. Almond on L. for a short distance; cross the river and bear round to r. At Newbridge cross-roads turn sharp L., and r. at  $\frac{3}{4}$  m. beyond, passing Ratho rly. sta. Keep to L. till near Ratho when turn r. over canal into the village, in which road bends to r. Turn towards L. in Bonnington, and on meeting main road at Wilkieston turn sharp r. Reverse of Route 83 to Mid Calder.

## ROUTE 90. EDINBURGH TO GLASGOW.

(Via Bathgate.)

The shorter of the two main roads between Edinburgh and Glasgow; see also Route 91. The gradients are easy throughout, and the surface, on the whole, very good to Airdrie, when it becomes rather poorer into Glasgow. The scenery is somewhat uninteresting.

| Miles from Glasgow. | Places on the Road.                              | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------|--------------------------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                                  | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 44 $\frac{1}{2}$    | <b>EDINBURGH</b> .....<br>(General Post Office.) | ...             | ...              | From General Post Office proceed along Princes St. to Caledonian Rly. Sta., where follow tramlines straight on by Maitland St.; at Haymarket Sta. still follow tramlines, to r., passing sta. on L. Pass under rly. at Murrayfield Sta., road bending to r., then keep to L. at fork, crossing Water of Leith, and going due W. by Corstorphine Rd., easy ascent to long level stretch before Corstorphine. Rather lumpy surface, but a good broad road on the whole out of Edinburgh.                             |
| 43 $\frac{1}{2}$    | Princes Street Station..                         | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 43                  | Haymarket Station ...                            | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 42 $\frac{1}{2}$    | Murrayfield Station ...                          | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 40 $\frac{1}{4}$    | Corstorphine.....                                | 2 $\frac{1}{2}$ | 4                | Level to fork where keep L. (r., Route 91), with rise and fall over Forth Br. rly. An easy, gently undulating road to Newbridge cross-roads (L., Route 89), br. over R. Almond and rly. viaduct, which is well seen to L. Gradual rise to Broxburn. Good surface.                                                                                                                                                                                                                                                  |
| 39 $\frac{1}{4}$    | Fork-roads .....                                 | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 38 $\frac{3}{4}$    | Gogar.....                                       | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 35 $\frac{1}{4}$    | Newbridge Cross-roads .....                      | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 33                  | Broxburn .....                                   | 2 $\frac{3}{4}$ | 11 $\frac{1}{4}$ | Keep straight through village on a steady ascent to Uphall, $\frac{3}{4}$ m. beyond which the rise becomes easier to Dechmont; fairly level run of $1\frac{1}{2}$ m.; then descending easily towards Bathgate. Good surface.                                                                                                                                                                                                                                                                                       |
| 31 $\frac{1}{2}$    | Uphall .....                                     | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 29                  | Dechmont .....                                   | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 25 $\frac{1}{2}$    | Bathgate .....                                   | 3 $\frac{1}{2}$ | 18 $\frac{3}{4}$ | Going straight through the town and passing rly. beyond, road re-ascends, gradually, to Armadale, where Route 84 is crossed, and continues to ascend for a short way beyond the village. After a fairly level run of $1\frac{1}{2}$ m. the uphill tendency is resumed, through dreary open country, to beyond Blackridge, where it becomes undulating to its highest point before Hillend Reservoir (on r.) and falls towards Caldercruix. Surface not quite so good, but affording very fair riding on the whole. |
| 23                  | Armadale .....                                   | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 20                  | Blackridge .....                                 | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## Route 90.

EDINBURGH TO GLASGOW—*continued.*

| <i>Miles from Glasgow.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------------|----------------------------|-----------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 15 $\frac{1}{4}$           | Caldercruix .....          | 4 $\frac{3}{4}$       | 29               | Easy decline towards the N. Calder Water, passing rly., with slight rise to Plains and re-descent by Clarkston and over Route 34 at cross-roads into Airdrie. Good surface to Clarkston and somewhat rough into Airdrie.                                                                                                                                                                                                            |
| 13 $\frac{1}{2}$           | Plains .....               | 1 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12 $\frac{1}{2}$           | Clarkston .....            | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12                         | Cross-roads .....          | $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 11 $\frac{1}{4}$           | Airdrie .....              | 3 $\frac{3}{4}$       | 33               | Keep straight on through the town down a steepish hill, passing under rly., with easier fall towards Coatbridge; rough surface.                                                                                                                                                                                                                                                                                                     |
|                            | (Cross.)                   |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 9 $\frac{1}{4}$            | Coatbridge .....           | 2                     | 35               | Rough road on entering the town, bearing round to <i>l.</i> and passing rlys.; slight rise on leaving, then undulating to Baillieston and downhill to Shettleston, following the main road straight through that town. Lumpy surface.                                                                                                                                                                                               |
| 5 $\frac{3}{4}$            | Baillieston .....          | 3 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4                          | Shettleston .....          | 1 $\frac{3}{4}$       | 40 $\frac{1}{4}$ | At fork a m. further, with Manscroft Cottage on <i>r.</i> , bear to <i>r.</i> ( <i>l.</i> , see note) joining New Road in $\frac{1}{2}$ m.; keep straight on, passing under two rly. brs., bearing to <i>l.</i> into Duke St., with ascent towards Duke St. Sta.; stone setts and tramrails met, which follow by Duke St. and George St. to George Sq., and near Queen St. Sta. turn to <i>l.</i> down Queen St. to Royal Exchange. |
| 1 $\frac{1}{2}$            | Duke Street Station ...    | 2 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                            | <b>GLASGOW</b> .....       | 1 $\frac{1}{2}$       | 44 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                            | (Royal Exchange.)          |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**EDINBURGH TO GLASGOW.** *Reverse.*—Go up Queen St. to George Sq. Sta. and turn *r.*, along N. side of George Sq., proceeding by George St. and Duke St., following the tramlines eastward. About  $\frac{1}{2}$  m. past Duke St. Sta. bear *r.* at fork, passing under two rly. brs. and turning to *l.* just beyond the second br. and bear slightly *l.* into Shettleston. Avoid a road to *r.* in Baillieston, and bear *r.* at fork after passing rly., before Airdrie, passing straight through the southern portion of the town on main road, thence unmistakable to Bathgate, on approaching which bear to *r.* A very easily-followed road towards Edinburgh; bear to *r.* beyond the suburb of Murrayfield, crossing Water of Leith and passing under rly. at Murrayfield Sta. Follow tramlines straight on to General Post Office at E. end of Princes St.

**EDITOR'S NOTE.**—Glasgow Royal Exchange may also be reached by keeping straight on at Manscroft Cottage along Westmuir St. to Parkhead Cross, and by following tramlines along Great Eastern Rd. and Gallowgate to Glasgow Cross, and thence by Trongate into Argyle St., and to *r.* up Queen St. Distance, 3 m. from Manscroft Cottage. The way detailed above (by Duke St. Sta.) is, however, preferable as leading through less crowded streets, but is of almost equal distance.

# ROUTE 91. GLASGOW TO EDINBURGH.

(Via Falkirk.)

The m.s. are measured from Glasgow Cross, then from W. end of Princes St., Edinburgh. A very good, broad, well constructed main road throughout, affording especially enjoyable riding beyond Linlithgow. The surface is variable for some way out of Glasgow, but is on the whole, good, and improves after Falkirk. This is a longer road than Route 90 but much more interesting. Glasgow may also be left by Route 96.

| Miles from<br>Edinburgh. | Places on the<br>Road.                    | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------|-------------------------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                           | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 47 $\frac{1}{2}$         | <b>GLASGOW</b> .....<br>(Royal Exchange.) | ...                     | ...              | Proceed up Queen St. to sta. and go along N. side of George Sq., following the tramlines by George St. and Duke St. to Duke St. Sta. where, before crossing rly., turn to L. along Cumbernauld Rd., having rly. for a short way on r., and bear to r. crossing rly. and meeting another road E. of Alexandra Park Sta. Rly. and canal are crossed, road ascending towards Millerston. Lumpy surface out of the city. |
| 46                       | Duke Street Station ...                   | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 44 $\frac{1}{2}$         | Canal Bridge .....                        | 1 $\frac{1}{2}$         |                  | Fairly level running to Steps, where rly. is passed, then a gradually ascending and undulating road for nearly a m. and descending, easily, to a stream and rly. br. before Moodiesburn, with rise and fall before that village. Easy ascent from Moodiesburn and fairly level to Molinburn. Surface good on the whole.                                                                                              |
| 43 $\frac{1}{2}$         | Millerston .....                          | 1                       | 4                |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 42 $\frac{1}{2}$         | Steps Station .....                       | 1                       |                  | Bear to L. at fork crossing the Luggie Water with rise towards Condorrat and level running to the cross-road and easy rise to a further stretch of fairly level road by Eastfield towards Cumbernauld. Good surface.                                                                                                                                                                                                 |
| 39 $\frac{1}{2}$         | Moodiesburn .....                         | 3                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 38                       | Molinburn .....                           | 1 $\frac{1}{2}$         | 9 $\frac{1}{2}$  | Greater part of the village passed on L. and Route 34 joined on r. Stiffish rise just beyond and long downhill run, crossing canal at foot beyond Castlecary. Undulating by Longcroft (where Route 96 joins on L.) to Dennyloanhead. Fairly good surface.                                                                                                                                                            |
| 36 $\frac{1}{2}$         | Condorrat .....                           | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 35                       | Eastfield .....                           | 1 $\frac{1}{2}$         |                  | Keep to r. at fork (L., Route 34), on an easy road, keeping again to r. at next fork, with fall over the Bonny Water into Bonnybridge (care required), where bear to L. over a very undulating road towards Falkirk, joining Route 94 on L. at Camelon and re-passing the canal. Steepish ascent into Falkirk; keep to r. into High St., which is narrow at first. Good surface; somewhat rough near Falkirk.        |
| 33 $\frac{1}{2}$         | Cumbernauld ...<br>↑                      | 1 $\frac{1}{2}$         | 14               |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 31 $\frac{3}{4}$         | Castlecary.....                           | 1 $\frac{3}{4}$         |                  | Proceed along High St., at end of which keep to L., road descending, followed by a slight ascent, then fairly level through an avenue of trees, with policies of Callendar House on r., and under rly. br. with fall towards Laurieston and                                                                                                                                                                          |
| 30 $\frac{3}{4}$         | Longcroft .....                           | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 30                       | Dennyloanhead .....                       | $\frac{3}{4}$           | 17 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 28 $\frac{3}{4}$         | Bonnybridge.....<br>↓                     | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 25 $\frac{3}{4}$         | Camelon .....                             | 3                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 24 $\frac{1}{2}$         | Falkirk.....<br>↑<br>(Clock.)             | 1 $\frac{1}{4}$         | 23               |                                                                                                                                                                                                                                                                                                                                                                                                                      |

Route 91. **GLASGOW TO EDINBURGH**—*continued.*

| Miles from<br>Edinburgh. | Places on the<br>Road.  | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------|-------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                         | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 23                       | ↑ Laurieston .....      | 1½                      |        | very stiff climb (1 in 12) in that village. Descent to the Westquarter Burn and gradual rise to Polmont. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 21½                      | Polmont.....            | 1½                      | 26½    | Easy ascending road for over a m. and long decline towards Linlithgow-Bridge, where the R. Avon is crossed, and easy running into Linlithgow. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 18                       | Linlithgow-Bridge ..... | 3½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16¾                      | Linlithgow .....        | 1½                      | 30¾    | Pass along High St. and bear <i>r.</i> (L. Route 165) near Star and Garter Hotel, and pass under rly. and canal brs., road ascending for over 2 m. with little break. Downhill beyond Kingscavil                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 15                       | Kingscavil.....         | 1¾                      |        | with rise near Gateside and long easy decline towards Winchburgh, and rise from canal br. into the village, with a capital, easy, downhill run to Kirkliston. Fairly good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 13½                      | Gateside .....          | 1½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 11½                      | Winchburgh .....        | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 9                        | Kirkliston .....        | 2½                      | 38½    | Keep straight through village (crossing Route 89), passing over rly. and descending to Boathouse Br. where the R. Almond is crossed, road bending round to L. when over. Long stretches of almost level running on a well-constructed highway to junction at d.p. (on <i>r.</i> ) with Route 90. Level through Corstorphine with slight fall before Murrayfield to the level again. Road bends to <i>r.</i> , crosses Water of Leith, then bears towards L. and passes under rly. at Murrayfield Sta. Level, following tramlines, by Osborne Ter. to Haymarket Sta. (on <i>r.</i> ), and straight on by Maitland St. to Princes St. (wood paving) and passing along that street to General Post Office at its eastern end. Capital surface from Kirkliston to Corstorphine, then rather lumpy into the city. |
| 8                        | Boathouse Bridge .....  | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5                        | Road junction .....     | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4                        | Corstorphine.....       | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1¾                       | Murrayfield Station ... | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1½                       | Haymarket Station ...   | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| ¾                        | Princes Street Station  | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                          | <b>EDINBURGH</b> .....  | ¾                       | 47½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                          | (General Post Office.)  |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**GLASGOW TO EDINBURGH (VIA FALKIRK).** *Reverse.*—Route 90 to fork a m. beyond Corstorphine. Bear to *r.*, thence an unmistakable main road to Linlithgow and Falkirk. In the latter town keep straight along High St., descending out of the town. At over a m. beyond Camelon, after passing rly. keep to L. and in Bonnybridge bear *r.*, crossing the Bonny Water. At fork at Longcroft keep to L. and to *r.* at Cumbernauld. Avoid a road to L. at Condorrat, but keep to L. at Millerston and at about 2½ m. further bear L., cross rly., and turn again L. with rly. on L. to Duke St. Sta., where turn to *r.* following tramlines by Duke St. and George St. to George Sq., where, near Queen St. Sta., turn L. down Queen St. to Royal Exchange.

**EDITOR'S NOTE.**—A road leaves Linlithgow, due northward from W. end of the town, for Bo'ness, etc. Level for about a m., it then climbs a very steep hill and descends equally abruptly into Bo'ness on a gradient of something approaching 1 in 10; both hills are *dangerous*. The surface is, however, fair. Distance 3¾ m. from Linlithgow Cross.

A capital level road connects Bo'ness and Grangemouth. Keep to *r.* at 2½ m. out of Bo'ness and cross R. Avon with long straight stretch to Grangemouth. Distance, 8½ m.



## ROUTE 92. FALKIRK TO KINCARDINE.

A direct communication by means of Kincardine ferry with the roads in the W. of Fifeshire. Good, easy road to the ferry.

| Miles from<br>Kincardine | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------|------------------------|-------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 6 $\frac{3}{4}$          | Falkirk .....          | ...                     | ...             | From High St. proceed due northwards down through Grahamston, crossing rly. at sta., and Forth and Clyde Canal by a wooden drawbridge. Road continues to descend to Carron Iron Works, where turn to <i>r.</i> and keep onward to Carronshore. Good surface.                                                                                                                                                                                                                                                                                                                           |
| 5 $\frac{3}{4}$          | (Clock.)               |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4 $\frac{3}{4}$          | Grahamston .....       | I                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                          | Carron .....           | I                       |                 | In centre of village turn to <i>L.</i> , northwards, passing Carron Hall on <i>L.</i> , to Langdyke cross-roads. Here turn <i>r.</i> and due <i>E.</i> to Bellsdyke, where turn sharp <i>L.</i> , proceeding forward for about a m., where at fork bear to <i>r.</i> ( <i>L.</i> to Airth, etc.), to the ferry at Higgensneuk, the town of Kincardine lying on opposite shore of the river. (About eight boats a day connect with Kincardine at stated intervals; see time tables. Fare 3d.) Route 169 is joined in Kincardine. Good surface from Carronshore and a fairly level road. |
| 3 $\frac{3}{4}$          | Carronshore .....      | I                       | 3               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3                        | Langdyke .....         | $\frac{3}{4}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2 $\frac{1}{4}$          | Bellsdyke .....        | $\frac{3}{4}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{1}{2}$            | Higgensneuk .....      | 1 $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                          | Ferry.                 |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                          | KINCARDINE .....       | $\frac{1}{2}$           | 6 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**FALKIRK TO KINCARDINE. Reverse.**—Cross ferry to Higgensneuk (fare 3d.), and at road junction about a m. from ferry bear *L.*, and at  $\frac{3}{4}$  m. beyond to sharp *r.* At Langdyke,  $\frac{3}{4}$  m. further still, turn sharp *L.*, and in Carronshore bear to *r.* to Carron Ironworks, where road bears round to *L.*, crossing river, and ascending through Grahamston to Falkirk High St.

**EDITOR'S NOTE.**—A good road connects Falkirk with Grangemouth. Leave High St. as in Route 92, but at first cross street turn to *r.*, passing rly. (some way east of Grahamston Sta.) and descending to the level. Keep policies of Kerse House on *L.* into Grangemouth. Very good surface. Distance, 3 m. See also notes to Routes 91 and 93.

## ROUTE 93. FALKIRK TO ALLOA.

Affording direct connection between the two towns, and with the Clackmannanshire and West Fife roads. With the exception of the hill beyond Carron, the road is level and the surface good.

| Miles from<br>Alloa. | Places on the<br>Road.             | Mileage.                |        | General description of the Road.                                                                                                                                                     |
|----------------------|------------------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                    | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                      |
| 9 $\frac{1}{4}$      | Falkirk .....                      | ...                     | ...    | Route 92 to Carron.                                                                                                                                                                  |
| 7 $\frac{1}{4}$      | Carron .....                       | 2                       |        | Passing the Iron Works on <i>L.</i> , bear to <i>r.</i> , past a church, and turn <i>L.</i> , going along a level road to Chapel Burn, where there is an ascent for $\frac{1}{4}$ m. |
|                      | [Stenhousemuir 3 $\frac{1}{4}$ m.] |                         |        |                                                                                                                                                                                      |

## Route 93.

FALKIRK TO ALLOA—*continued.*

| Miles from<br>Alloa. | Places on the<br>Road.  | Mileage.                |                 | General description of the Road.                                                                                                                                                |
|----------------------|-------------------------|-------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                         | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                 |
| 6 $\frac{1}{4}$      | Crossmuirhead .....     | 1                       |                 | to Crossmuirhead, the highest point on the road. Continue straight northwards with a gentle descent for a m., then level, passing Airth Rd. Sta. (on <i>L.</i> ). Good surface. |
| 4 $\frac{1}{4}$      | Airth Road Station..... | 2                       | 5               | Rly. on <i>L.</i> towards junction with Grangemouth -                                                                                                                           |
| 2 $\frac{1}{4}$      | Road junction .....     | 2                       |                 | Stirling Road (see note), where bear <i>L.</i> , and keep                                                                                                                       |
| 1                    | South Alloa .....       | 1 $\frac{1}{4}$         |                 | to <i>r.</i> $\frac{3}{4}$ m. further, with level run to South Alloa.                                                                                                           |
|                      | (Ferry Pier.)           |                         |                 | [Steam ferry-boat, at intervals during the day, to                                                                                                                              |
|                      | Ferry.                  |                         |                 | Alloa.] From the harbour proceed up the Lime-                                                                                                                                   |
|                      |                         |                         |                 | tree Walk to the centre of the town. Good                                                                                                                                       |
| 3                    | Alloa Pier .....        | $\frac{1}{4}$           |                 | surface to South Alloa from Airth Rd. Sta., and                                                                                                                                 |
|                      |                         |                         |                 | an almost level road.                                                                                                                                                           |
|                      | Alloa .....             | $\frac{1}{4}$           | 9 $\frac{1}{4}$ | (Routes 168 and 175 joined here).                                                                                                                                               |
|                      | (Post Office.)          |                         |                 |                                                                                                                                                                                 |

**FALKIRK TO ALLOA.** *Reverse.*—From Alloa Post Office by Lime-tree Walk to the harbour and by steam ferry to South Alloa. Leaving South Alloa the road runs along the shore for some way then bends to *L.*, passing the rly. : at branch-roads beyond take first road on *r.*, having rly. on *r.* to beyond Airth Rd. Sta. Descending from the cross-roads towards Carron keep to *L.* (*r.*, to Stenhousemuir). Reverse of Route 92 to Falkirk.

**EDITOR'S NOTE.**—From South Alloa a good level road runs to Stirling, westwards, and connects, eastwards, with Route 92 beyond Airth. For Stirling turn to *r.* at  $\frac{3}{4}$  m. from South Alloa and pass rly. near S. end of the br. across the Forth. Almost dead level, in parts, through quiet, pastoral land to Stirling, rising over rly. before that town. Good surface.

For Grangemouth, etc., follow reverse of Route 93 to the branch-roads  $1\frac{1}{4}$  m. from South Alloa and take second road on *L.* (the first road, due *L.*, being merely a farm access), with good, level stretch by Dunmore House to Airth village, beyond which Airth Castle grounds are skirted on *r.*, the Pow Burn crossed, and Route 92 joined. See, also, notes to Routes 91 and 92.

## ROUTE 94. FALKIRK TO STIRLING.

This Route, in connection with portion of reverse of Route 91, forms the main road from Edinburgh to Stirling and the North. Capital surface to Pleau, fair to Bannockburn, and poorer into Stirling. The battlefield lies to W. of St. Ninians.

| Miles from<br>Stirling. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                          |
|-------------------------|------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                           |
| 11 $\frac{1}{4}$        | Falkirk .....          |                         |        | Proceed along High St. westward, descending a rather sharp hill out of the town, then undulating to Camelon, where turn due <i>r.</i> near W. end of that village, and passing under rly. Road— a broad and good one—descends at first, then rises towards Larbert, bending sharp <i>r.</i> , crossing R. |
|                         | (Clock.)               |                         |        |                                                                                                                                                                                                                                                                                                           |
| 10                      | Camelon .....          | 1 $\frac{1}{4}$         |        |                                                                                                                                                                                                                                                                                                           |

## Route 94.

FALKIRK TO STIRLING—*continued.*

| <i>Miles from<br/>Stirling.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|--------------------------------|----------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                  |
|                                 | ↑                              |                                  |               | Carron and ascending to <i>L.</i> , under rly., up into Larbert. Excellent surface.                                                                                                                                                                                                                                                                              |
| 8½                              | Larbert .....                  | 1½                               | 2¾            | Long gradual rise from Larbert having grounds of Larbert House on <i>L.</i> At fork bear to <i>r.</i> , descending, followed by a short rise and fall and ascent to Plean; very good surface.                                                                                                                                                                    |
| 5½                              | Plean .....                    | 3                                | 5¾            | Keep straight through the village, just beyond which there is an awkward rly. crossing requiring care, on a fairly level road for over a m. with long upward slope and gradual descent to Bannockburn; fair surface.                                                                                                                                             |
| 2¼                              | Bannockburn .....              | 3¼                               | 9             | Avoiding roads to <i>r.</i> and <i>L.</i> in the village pass straight through, following main road, ascending out of the village, then undulating, with poorer surface, into St. Ninians, where Route 34 is joined on <i>L.</i> Descent through a very narrow street with subsequent ascent—to be carefully ridden; thence level, and short fall into Stirling. |
| 1¼                              | St. Ninians .....              | 1                                |               | Indifferent surface.                                                                                                                                                                                                                                                                                                                                             |
|                                 | ↑                              |                                  |               |                                                                                                                                                                                                                                                                                                                                                                  |
|                                 | STIRLING .....                 | 1¼                               | 11¼           |                                                                                                                                                                                                                                                                                                                                                                  |
|                                 | (King Street Corner.)          |                                  |               |                                                                                                                                                                                                                                                                                                                                                                  |

**FALKIRK TO STIRLING. Reverse.**—From King St. corner leave by Port St. and follow tramlines (being laid down this year, 1897) to St. Ninians, in which village keep to *L.*, and again to *L.* before Bannockburn. A straightforward road to Camelon, where turn sharp *L.*, on meeting main Glasgow-Edinburgh road, towards Falkirk. Keep to *r.*, on ascending into the town, to High St.

## ROUTE 95.

## FALKIRK TO DENNY.

A short, picturesque road giving direct access between the two towns. Very good surface, and no hills worth mentioning.

| <i>Miles from<br/>Denny.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                      |
|------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                              |
| 5½                           | Falkirk .....                  |                                  |               | Proceed along High St. westward, descending out of the town and over an undulating bit of road to Camelon, crossing canal before that village. Lumpy surface out of Falkirk.                                                                                 |
|                              | (Clock.)                       |                                  |               |                                                                                                                                                                                                                                                              |
| 4                            | Camelon .....                  | 1¼                               | 1¼            | Keep straight on ( <i>r.</i> Route 94) over a gently undulating road for 1¼ m., where bear <i>r.</i> at fork after passing rly. A short way further pass the Denny, &c., branch line, bear round to <i>L.</i> , and cross the Bonny Water, about ½ m. beyond |
| 2¾                           | Fork-roads .....               | 1¼                               |               |                                                                                                                                                                                                                                                              |

## Route 95.

FALKIRK TO DENNY—*continued.*

| <i>Miles from<br/>Denny.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                | <i>General description of the Road.</i>                                                                                                                                                                                         |
|------------------------------|--------------------------------|----------------------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>  |                                                                                                                                                                                                                                 |
| $1\frac{1}{2}$               | Road junction .....            | $1\frac{1}{4}$                   |                | which a road from Larbert joins on <i>r.</i> (see note).<br>Keep to <i>r.</i> , $\frac{1}{4}$ m. further, at fork, between river<br>and rly., with gradual ascent towards Denny.<br>At cross-roads in the town Route 34 is met. |
| $1\frac{1}{4}$               | Fork-roads .....               | $\frac{1}{4}$                    |                |                                                                                                                                                                                                                                 |
|                              | DENNY .....                    | $1\frac{1}{4}$                   | $5\frac{1}{4}$ |                                                                                                                                                                                                                                 |
|                              | (Parish Church.)               |                                  |                |                                                                                                                                                                                                                                 |

**FALKIRK TO DENNY. Reverse.**—From cross-roads in centre of town go due eastward. At  $1\frac{1}{4}$  m. out keep to *l.* by riverside, and  $\frac{1}{4}$  m. beyond avoid a road (to Larbert) on *l.* Cross the Bonny Water and bear *r.*, passing rly. line to junction with main road, bearing to *l.* towards Falkirk and keeping to *r.* into High St. in that town.

**EDITOR'S NOTE.**—A road runs from Larbert to Dennyloanhead, connecting Routes 94 and 91. At cross-roads, in centre of Larbert village, keep W. up the riverside by a winding, undulating road to junction with Route 95, where turn *r.*, and at fork  $\frac{1}{4}$  m. further, near rly., keep to *l.*, joining main road  $\frac{1}{2}$  m. E. of Dennyloanhead. Good surface at first, then fair. Distance,  $2\frac{1}{2}$  m.

## ROUTE 96. GLASGOW TO STIRLING.

(Via Kilsyth.)

May be used as far as Longcroft and thence with portion of Route 91, as an alternative route to Edinburgh. Though a very undulating road it has a good surface and passes through some interesting scenery, especially at the foot of the Campsie Fells. The climb out of Glasgow is, however, rather tedious and decidedly unattractive.

| <i>Miles from<br/>Stirling.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------|--------------------------------|----------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 28                              | GLASGOW .....                  |                                  |               | Proceed up Queen St. to sta. and bear to <i>r.</i> along<br>N. side of George Sq., following tramlines along<br>George St. At $\frac{1}{2}$ m. from Queen St. Sta. bear<br>to <i>l.</i> at fork by High St., passing Cathedral on<br><i>r.</i> and following Castle St.; St. Rollox Chemical<br>Works passed on <i>l.</i> and a rly. br. passed under,<br>and Caledonian main line passed over at St.<br>Rollox Sta. (on <i>r.</i> ). Keep straight on, following<br>tramlines, passing entrance to Sighthill Cemetery<br>on <i>l.</i> and bending to <i>l.</i> in Coburg Pl., then<br>round to <i>r.</i> by Springburn Rd., again crossing<br>rly. at Springburn Sta. Where road forks keep<br>to <i>l.</i> Rough setts in the city streets and a<br>continuous climb to Springburn. |
|                                 | (Royal Exchange.)              |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $27\frac{1}{4}$                 | Cathedral .....                | $\frac{3}{4}$                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $26\frac{3}{4}$                 | St. Rollox Works .....         | $\frac{1}{2}$                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $26\frac{1}{2}$                 | St. Rollox Station .....       | $\frac{1}{4}$                    |               | $2\frac{1}{2}$ Road falls and rises gradually and re-descends on<br>a long easy slope towards Bishopbriggs, crossing<br>two more rly. brs. after Springburn. Fairly<br>good surface but apt to be uneven.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| $25\frac{3}{4}$                 | Springburn Station.....        | $\frac{1}{4}$                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $25\frac{1}{2}$                 | Springburn .....               | $\frac{1}{4}$                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                 | (Fork-roads.)                  |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

## Route 96.

**GLASGOW TO STIRLING**—*continued.*

| <i>Miles from<br/>Stirling.</i> | <i>Places on the<br/>Road.</i>           | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                               |
|---------------------------------|------------------------------------------|----------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                          | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                       |
| 24                              | Bishopbriggs .....                       | 1½                               | 4             | Ascent for ½ m., then undulating for a m., where avoid roads to <i>l.</i> (to Cadder) and <i>r.</i> , and at fork, ½ m. beyond, keep to <i>r.</i> ( <i>l.</i> , Route 98) over an undulating, descending road, crossing canal, towards Kirkintilloch. |
| 22                              | [Cadder ¼ m.]<br><i>Fork-roads</i> ..... | 2                                |               |                                                                                                                                                                                                                                                       |
| 19½                             | Kirkintilloch...                         | 2½                               | 8½            | Keep to <i>l.</i> in northern part of the town, and, passing rly., keep straight on, having canal on <i>r.</i> for about a m., to fork, where bear <i>l.</i> Pass rly. and at Burnfoot keep to <i>r.</i> ( <i>l.</i> , Route 97).                     |
| 17½                             | <i>Burnfoot</i> .....                    | 2                                |               | The road becomes a series of undulations by the base of the Kilsyth Hills towards Kilsyth with an ascent on nearing that town. Good surface.                                                                                                          |
| 16½                             | <i>Queenzieburn</i> .....                | 1½                               |               | Keep to <i>l.</i> along Kingston St., crossing the Garrel Burn on leaving the town. A very undulating road to beyond Haggs, with descent towards junction with Route 34 at Longcroft. Good surface.                                                   |
| 15                              | Kilsyth .....                            | 1½                               | 13            |                                                                                                                                                                                                                                                       |
| 13½                             | <i>Colzium</i> .....                     | 1½                               |               | Route 34 to Stirling.                                                                                                                                                                                                                                 |
| 12½                             | <i>Kelvinhead</i> .....                  | 1½                               |               |                                                                                                                                                                                                                                                       |
| 10½                             | <i>Banknock</i> .....                    | 1½                               |               |                                                                                                                                                                                                                                                       |
| 10½                             | Haggs .....                              | ½                                |               |                                                                                                                                                                                                                                                       |
| 9½                              | Longcroft .....                          | ½                                | 18½           |                                                                                                                                                                                                                                                       |
|                                 | <b>STIRLING</b> .....                    | 9½                               | 28            |                                                                                                                                                                                                                                                       |

**GLASGOW TO STIRLING.** *Reverse.*—Reverse of Route 34 to Longcroft, where bear *r.* at fork, avoiding all branch and cross-roads to Kilsyth, where keep straight through upper part of the town, and bear to *r.* before Kirkintilloch, and slightly to *l.* on entering the town, passing rly. and keeping straight on. Keep to *r.* at Bishopbriggs; thence unmistakable to Springburn, where tramlines are met, which follow down into the city. Where tramlines go to *r.* along Parliamentary Rd., keep straight on, passing Cathedral on *l.* and turning to *r.* into George St., following tramlines to Queen St. Sta., where bear *l.* down Queen St. to Royal Exchange.

**ROUTE 97. KILSYTH TO STRATHBLANE.**

An easy, undulating road, lying along the base of the Campsie Fells, affording some fine views, and having a capital surface throughout.

| <i>Miles from<br/>Strathblane</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                  |
|-----------------------------------|--------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                          |
| 11                                | <b>KILSYTH</b> .....           | ...                              | ...           | Proceed due westward from Kingston St., bearing round to <i>r.</i> then to left on main road, ascending out of Kilsyth, and over a very undulating road for 3 m., where, at branch roads, turn sharp <i>r.</i> with easy running to Milton. All the hills are short and easy, and the surface very good. |
| 9½                                | <i>Queenzieburn</i> .....      | 1½                               |               |                                                                                                                                                                                                                                                                                                          |



# Route 97. KILSYTH TO STRATHBLANE—continued.

| Miles from<br>Strathblane | Places on the<br>Road.     | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------|----------------------------|-------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                            | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 6 $\frac{1}{2}$           | .....                      | 3                       | 4 $\frac{1}{2}$ | Ascending road for fully $\frac{1}{2}$ m. from the village, then a gradual fall and rise to Lennoxtown with excellent surface.                                                                                                                                                                                                                                                                                                           |
| 4 $\frac{3}{4}$           | Lennoxtown.....            | 1 $\frac{3}{4}$         | 6 $\frac{1}{4}$ | In passing through the town keep to L. on main road (r., Route 98), with rise and fall beyond, passing and re-passing rly. on a gradually ascending road, bearing round to L. in about a m. (r. to Campsie). Fairly level for another m. by the hill-foots, having rly. on L., with climb of over $\frac{1}{4}$ m., then an undulating rise towards Strathblane with descent into that village, into which turn L. at rly. Good surface. |
| 3 $\frac{3}{4}$           | Campsie Glen Station.      | I                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3 $\frac{3}{4}$           | Campsie Glen-foot .....    | $\frac{1}{2}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                           | [Campsie $\frac{1}{4}$ m.] |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                           | STRATHBLANE .....          | 3 $\frac{1}{4}$         | II              | (Route 100 joined here.)                                                                                                                                                                                                                                                                                                                                                                                                                 |

**KILSYTH TO STRATHBLANE. Reverse.**—Where roads branch, just N. of the rly., turn to r. by the hill-foots and bear r. after crossing stream at foot of Campsie Glen, passing rly. sta.  $\frac{1}{2}$  m. further. Keep straight through Lennoxtown and avoid a road to r. at its S.E. end. Pass straight through Milton, and on meeting main Glasgow road turn sharp L. towards Kilsyth.

## ROUTE 98. GLASGOW TO KIPPEN.

(Via The Hill Road.)

Good road to Lennoxtown; very steep, with poorer surface, through the Campsie Fells, surface becoming good again towards Kippen. The scenery is very attractive in Campsie Glen and the wild, rugged moorland beyond has a charm of its own; fine view of the Forth valley before Kippen.

| Miles from<br>Kippen. | Places on the<br>Road.    | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                       |
|-----------------------|---------------------------|-------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                           | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                        |
| 25                    | GLASGOW .....             | ...                     | ..              | Route 96 to Bishopbriggs.                                                                                                                                                                                                                                              |
| 21                    | Bishopbriggs .....        | 4                       | 4               | Following Route 96 (main road to Kirkintilloch, etc.), and avoiding branch roads to L. (to Cadder) and r., at 2 m. beyond Bishopbriggs where roads fork bear to L., descending over canal to R. Kelvin, beyond which bear to r. ascending into Torrance. Good surface. |
|                       | [Cadder $\frac{1}{4}$ m.] |                         |                 |                                                                                                                                                                                                                                                                        |
| 19                    | Fork-roads .....          | 2                       |                 |                                                                                                                                                                                                                                                                        |
| 18 $\frac{1}{4}$      | Torrance .....            | $\frac{3}{4}$           | 6 $\frac{3}{4}$ | Keep to r. beyond rly., road gradually ascending for a m., then falling, bearing round to L. with a further rise and easy decline before Lennoxtown. Pass river and rly. and turn L. into the town. Good surface.                                                      |

## Route 98.

GLASGOW TO KIPPEN—*continued.*

| Miles from<br>Kippen. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------|------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 14 $\frac{3}{4}$      | Lennoxtown .....       | 3 $\frac{1}{2}$         | 10 $\frac{1}{4}$ | Bear to <i>r.</i> towards the upper end of the town, going along the hillside and bending to <i>r.</i> up the glen. Very steep climb for nearly 2 m., then easier, but still considerable, to the summit. Surface rough and rather loose.                                                                                                                                                                  |
| 11                    | Summit .....           | 3 $\frac{1}{4}$         | 14               | From the summit, which is over 1000 ft. above sea level, the road falls steeply towards Fintry with one or two rather awkward bends, the long descent ending near the Gonachan Burn, then a more gradual decline to Fintry. Roughish surface on the hill, then improving.                                                                                                                                  |
|                       | (Dangerous turn.)      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7 $\frac{1}{2}$       | Gonachan .....         | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7                     | Fintry<br>(Church.)    | $\frac{1}{2}$           | 18               | Pass straight through the village, with descent into Newtown, where keep to <i>r.</i> at fork ( <i>L.</i> , a fair, hilly road to Boquhan). Cross the Endrick Water, having an undulating road with upward trend for 2 m. and a long stiffish rise for 1 $\frac{1}{2}$ m. towards a plantation and Loch Laggan (on <i>L.</i> ) with a good downhill run into Kippen. Good road, on the whole, from Fintry. |
| 6 $\frac{1}{4}$       | Newtown .....          | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                            |
| $\frac{1}{2}$         | Cauldhame .....        | 5 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                            |
|                       | KIPPEN .....           | $\frac{1}{2}$           | 25               | Kippen village lies south of the Forth Valley main road (Route 100), and the sta. stands beyond that road, 1 m. north of the village.                                                                                                                                                                                                                                                                      |

**GLASGOW TO KIPPEN (VIA THE HILL ROAD).** *Reverse.*—From cross-roads in Kippen ascend in a S.W. direction and keep to *L.* just before Cauldhame. An unmistakable road to Fintry and over the summit, with a *dangerous* descent towards Lennoxtown (awkward turn). Go straight through that town and turn *r.* at its S.E. end, passing rly. Road bends to *L.* into Torrance then to *L.* again to K. Kelvin; bear *r.* on meeting main road (Route 96), thence by reverse of that route into Glasgow.

## ROUTE 99.

## KIRKINTILLOCH TO LENNOXTOWN.

A short connecting link between Kirkintilloch and the hill-foots road—Route 97. Easy gradients; good surface.

| Miles from<br>Lennoxtown. | Places on the<br>Road.       | Mileage.                |        | General description of the Road.                                                               |
|---------------------------|------------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------|
|                           |                              | Inter-<br>medi-<br>ate. | Total. |                                                                                                |
| 3 $\frac{3}{4}$           | Kirkintilloch...<br>(Cross.) | ...                     | ...    | From the Cross proceed eastwards along High St., pass over the Luggie Water, and, before rly., |

Route 99. KIRKINTILLOCH TO LENNOXTOWN—*cont.*

| Miles from<br>Lennoxtown. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                 |
|---------------------------|------------------------|-------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                  |
|                           |                        |                         |                 | turn <i>L.</i> , having rly. on <i>r.</i> and crossing R. Kelvin. Fairly level to Birdston, passing under rly. before the village. Fairly good surface, except in Kirkintilloch. |
| 2 $\frac{3}{4}$           | Birdston.....          | 1                       | 1               | Gradually ascending road from Birdston with descent towards rly. and river before Milton, in which village Route 97 is joined; bear to <i>L.</i> Good surface.                   |
| 1 $\frac{3}{4}$           | Milton .....           | 1                       | 2               | Route 97 to Lennoxtown.                                                                                                                                                          |
|                           | LENNOXTOWN .....       | 1 $\frac{3}{4}$         | 3 $\frac{3}{4}$ |                                                                                                                                                                                  |

KIRKINTILLOCH TO LENNOXTOWN. *Reverse.*—Reverse of Route 97 to Milton, where turn sharp *r.*, crossing river and rly. Keep straight through Birdston, and turn *r.* in Kirkintilloch, cross a stream, and go along High St. to Cross.

## ROUTE 100. GLASGOW TO STIRLING.

(Via Balforn.)

A hilly road with good surface towards Buchlyvie then undulating with improved surface towards Kippen cross-roads, and from thence into Stirling a really excellent road running level in the Forth valley and possessing delightful surface. The alternative route between Strathblane and Buchlyvie, going by Route 103 to where it intersects Route 102, near the rly., and there turning *r.* to Buchlyvie, is much easier than by Balforn.

| Miles from<br>Stirling. | Places on the<br>Road.     | Mileage.                |                  | General description of the Road.                                                                                                                                                                                              |
|-------------------------|----------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                            | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                               |
| 38                      | GLASGOW .....              |                         |                  | Route 102 to Canniesburn.                                                                                                                                                                                                     |
| 33 $\frac{1}{4}$        | Canniesburn.....           | 4 $\frac{3}{4}$         | 4 $\frac{3}{4}$  | Here turn sharp <i>r.</i> with slight ascent, then fairly level passing rly. and ascent before Milngavie; keep to <i>r.</i> at fork, again passing rly. and easy running to the village which lies on <i>L.</i> Good surface. |
| 30 $\frac{3}{4}$        | Milngavie .....            | 2 $\frac{1}{2}$         | 7 $\frac{1}{4}$  | Long winding ascent, stiff at first, then easier for 2 $\frac{1}{2}$ m. with descent, with awkward turn near foot, towards Strathblane, where Route 97 is met. Good surface.                                                  |
|                         | ( <i>pron.</i> "Millguy.") |                         |                  |                                                                                                                                                                                                                               |
|                         | ↑                          |                         |                  |                                                                                                                                                                                                                               |
|                         | ↓                          |                         |                  |                                                                                                                                                                                                                               |
| 26 $\frac{3}{4}$        | Strathblane .....          | 4                       | 11 $\frac{1}{4}$ | Keep forward and after passing rly. turn <i>L.</i> ( <i>r.</i> , Route 97) going along the base of the Strathblane Hills (Campsie Fells) descending to a small br. with rise beyond and a further easy descent. At            |
|                         | (Bridge.)                  |                         |                  |                                                                                                                                                                                                                               |

Route 100. **GLASGOW TO STIRLING**—*continued.*

| Miles from<br>Stirling. | Places on the<br>Road.               | Mileage.                |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------|--------------------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                      | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 23 $\frac{1}{4}$        | Fork-roads .....                     | 3 $\frac{1}{2}$         |                  | fork keep to <i>r.</i> ( <i>L.</i> , Route 103) with long ascent towards Killearn and slight fall before that village. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 21 $\frac{1}{2}$        | Killearn.....                        | 1 $\frac{3}{4}$         | 16 $\frac{1}{2}$ | Bear round to <i>r.</i> in the village then keep straight forward with easy riding for a m. Keep to <i>L.</i> at fork with fairly steep descent through Boquhan to the Endrick Water and a winding ascent into Balfron. Good surface, lumpy in the villages.                                                                                                                                                                                                                                                                                                                                                       |
| 20                      | Boquhan .....                        | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 19                      | Balfron .....                        | 1                       | 19               | Road ascends for a m. from centre of village with an undulating descent towards the road junction at Kepculloch, where Route 102 is joined; turn to <i>r.</i> , with long downhill run to Buchlyvie. Good surface to road junction, then excellent.                                                                                                                                                                                                                                                                                                                                                                |
| 16 $\frac{3}{4}$        | Road junction<br>(Kepculloch.) ..... | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 14 $\frac{1}{4}$        | Buchlyvie .....                      | 2 $\frac{1}{2}$         | 23 $\frac{3}{4}$ | Fall of $\frac{1}{2}$ m. from the village to a level stretch of over a m., with rise to Arnprior and descent beyond, thence very undulating to fork, where keep <i>L.</i> ( <i>r.</i> to Kippen village), having a gradual fall to the level before Kippen cross-roads ( <i>L.</i> to sta.).                                                                                                                                                                                                                                                                                                                       |
| 12                      | Arnprior .....                       | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 10                      | Fork-roads .....                     | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 8 $\frac{3}{4}$         | Kippen cross-roads .....             | 1 $\frac{1}{4}$         | 29 $\frac{1}{4}$ | Keep forward, road straight for 3 $\frac{1}{4}$ m., and an almost dead level with excellent surface, then bears to <i>r.</i> near Gargunnoch Sta., joining a branch road to Gargunnoch village on <i>r.</i> over a m. further, beyond which keep to <i>L.</i> at fork, with river and rly. on <i>L.</i> , on a continued level road with slight rise before Stirling, having King's Park on <i>r.</i> and entering by Dumbarton Rd., passing Smith Institute and Holy Trinity Episcopal Ch. on <i>L.</i> to Port St. where turn <i>L.</i> to King St. corner, a few yds. on. Very excellent road from near Kippen. |
| 5 $\frac{1}{2}$         | Gargunnoch Station ...               | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| $\frac{3}{4}$           | King's Park Farm .....               | 4 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                         | <b>STIRLING</b> .....                | $\frac{3}{4}$           | 38               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                         | (King Street Corner.)                |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**GLASGOW TO STIRLING (VIA BALFRON).** *Reverse.*—At fork 4 $\frac{1}{4}$  m. out keep to *r.*, having rly. on *r.*; keep forward over Kippen cross-roads, thence unmistakable to Buchlyvie, 2 $\frac{1}{2}$  m. beyond which turn sharp *L.* by Balfron and Boquhan. In Killearn bear round to *L.* and near rly. at Strathblane turn sharp *r.*, thence an easily-followed road to Canniesburn where turn to *L.*, going into Glasgow as in reverse of Route 102.



# ROUTE 101. GLASGOW TO LENNOXTOWN.

(Via Possilpark.)

An uninteresting road through the N. of Glasgow. The preferable road to Lennoxtown is by Route 98.

| Miles from<br>Lennoxtown. | Places on the<br>Road.                    | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------|-------------------------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                           | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                             |
| 12                        | <b>GLASGOW</b> .....<br>(Royal Exchange.) | ...                     | ...    | From Royal Exchange proceed N. up Queen St. to Queen St. Sta., at N.W. corner of George Sq., and turn <i>L</i> along W. George St. and to <i>r</i> . on entering Buchanan St. At fork near Buchanan St. Sta. bear to <i>L</i> into Cowcaddens, and at next fork keep to <i>r</i> . following tramlines along Garscube Rd. and Possil Rd. to Possil Cross, and to <i>L</i> to Saracen Cross. |
| 10                        | Saracen Cross .....                       | 2                       | 2      | Here turn <i>L</i> , then to <i>r</i> . at fork a few yds. further, going up Balmore St. and passing over rly. at Possilpark Sta. and again over rly. at Possil Sta., beyond. Road bends to <i>L</i> through a plantation at Possil old quarries, then to <i>r</i> . crossing canal at Lambhill Br. Indifferent surface.                                                                    |
| 9½                        | Possilpark Station .....                  | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                                             |
| 9                         | Lambhill Bridge .....                     | ½                       | 3      | Keep straight forward over an undulating road, crossing R. Kelvin and rly., turning sharp <i>L</i> at branch-roads, ¾ m. further ( <i>L</i> to Milngavie), then a give-and-take road, passing Bardowie Loch on <i>L</i> , and repassing rly. to Balmore, where road bends round to <i>L</i> . Fair surface, lumpy in parts.                                                                 |
| 6½                        | Branch-roads .....                        | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                             |
| 4½                        | Balmore .....                             | 2                       | 7½     | Fairly level road to junction with Route 98, where turn sharp <i>L</i> into Torrance.                                                                                                                                                                                                                                                                                                       |
| 3½                        | Torrance .....                            | 1                       | 12     | Route 98 to Lennoxtown.                                                                                                                                                                                                                                                                                                                                                                     |
|                           | <b>LENNOXTOWN</b> .....                   | 3½                      |        |                                                                                                                                                                                                                                                                                                                                                                                             |

**GLASGOW TO LENNOXTOWN.** *Reverse.*—Reverse of Route 98 to Torrance, beyond which village turn sharp *r*. and bear round to *r*. in Balmore. At branch roads beyond Bardowie Loch turn to *L*, cross rly. and R. Kelvin and canal beyond, crossing rly. again at Possil and at Possilpark Sta's. Turn *L* at end of Balmore St. and sharp *r*. at Saracen Cross, following tramlines to Possil Cross, where turn *r*. and follow tramlines by Possil Rd. and Garscube Rd. to Cowcaddens and Buchanan St., turning *L* near Athenæum Buildings into W. George St., and to *r*. at Queen St. Sta. down Queen St. to Royal Exchange.



# ROUTE 102. GLASGOW TO BUCHLYVIE.

(Via Drymen.)

A very hilly road between Bearsden and Drymen but possessing fair surface on the whole. Drymen may also be reached by Route 105, or by Strathblane (Route 100), thence by Routes 103 and 104. The more direct road to Buchlyvie is via Route 100.

| Miles from Buchlyvie. | Places on the Road.                | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------|------------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                    | Intermedi-ate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 25 $\frac{1}{4}$      | GLASGOW .....<br>(Royal Exchange.) | ...             | ...              | From Royal Exchange proceed up Queen St. to Queen St. Sta., at N.W. corner of George Sq., and turn <i>l.</i> along W. George St. and to <i>r.</i> on entering Buchanan St. At fork near Buchanan St. Sta. bear to <i>l.</i> into Cowcaddens, where tramlines are met. At next fork follow tramlines to <i>l.</i> along New City Rd. and bear to <i>r.</i> , still following New City Rd., at St. George's Cross. At $\frac{3}{4}$ m. further follow tramlines as they bear slightly to <i>l.</i> , ascending. Cross rly. near Maryhill Barracks and pass under the canal before Maryhill village; undulating road. Continue along Main St. to tramway terminus, cross rly. near Maryhill Sta. and keep straight on, road passing through plantations and skirting the estate of Garscube on the <i>l.</i> ; gradual descent towards Canniesburn, crossing R. Kelvin. Keep straight on here ( <i>r.</i> , Route 100) ascending towards Bearsden Sta. and village. Up to this point the gradients are easy and the surface is good after Maryhill. |
| 23                    | Maryhill Barracks .....            | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 22 $\frac{1}{4}$      | Maryhill .....                     | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 20 $\frac{1}{2}$      | Canniesburn .....                  | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 19 $\frac{3}{4}$      | Bearsden .....                     | $\frac{3}{4}$   | 5 $\frac{1}{2}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                       | (or, New Kilpatrick)               |                 |                  | Ascent out of the village; keep to <i>r.</i> at branch roads ( <i>l.</i> , Route 106.) The steady ascent continues to the cross-roads, beyond which it becomes steeper, then descends and reascends, very stiffly, for $\frac{1}{2}$ m., then rises and falls over long undulations for over 2 m., rising, beyond, steeply, to summit. Quick descent for over 2 m., dipping to a br. at foot—care required. Keep straight on at Finnick Toll ( <i>r.</i> , Route 104). Descent to a small stream before Drymen Sta., with quick rise to the sta. At fork keep to <i>r.</i> ( <i>l.</i> , Route 105); cross the Endrick Water, ascending into Drymen. Surface fair throughout.                                                                                                                                                                                                                                                                                                                                                                    |
| 13 $\frac{3}{4}$      | Summit .....                       | 4               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 10 $\frac{3}{4}$      | Finnick Toll .....                 | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 9 $\frac{1}{4}$       | Drymen Station .....               | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7 $\frac{1}{2}$       | Drymen .....                       | 1 $\frac{3}{4}$ | 17 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                       | BUCHLYVIE .....                    | 7 $\frac{1}{2}$ | 25 $\frac{1}{4}$ | At cross-roads at N. end of village turn <i>r.</i> ( <i>l.</i> , see note, below); steady rise for 2 $\frac{1}{2}$ m., descending towards a fork road near rly., where keep <i>r.</i> ; ascending road for the next m. Descent of 3 m. towards Buchlyvie. Fine surface.<br>(The continuation to Stirling is detailed in Route 100).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**GLASGOW TO BUCHLYVIE.** *Reverse.*—At fork over 2 m. out, keep *r.* and again *r.* at next fork near rly. On entering Drymen turn *L.* through the village and keep to *L.* after crossing the Endrick Water. Keep straight on at cross-roads, Finnick Toll. Before Bearsden bear *L.* on meeting Route 106. Enter Glasgow by suburb of Maryhill following tramlines by New City Rd., and Cowcaddens into Buchanan St. Near Athenæum Buildings turn *L.* to Queen St. Sta., then *r.* to Royal Exchange.

**EDITOR'S NOTE.**—At cross-roads towards N. end of Drymen Village, a narrow road leaves westwards for Balmaha and Rowardennan on Loch Lomond. This road leads through very picturesque scenery, is fairly good for 5 or 6 m., but beyond that becomes very rough. Rowardennan Hotel, from which the ascent of Ben Lomond can be made most easily, may also be reached by steamer from Balloch (on Route 107) or from Drymen by reverse of Route 105 to Jamestown and Balloch pier, as in note to that route.

## ROUTE 103. GLASGOW TO ABERFOYLE.

A well-graded road with excellent surface on the whole. When going between Glasgow and Stirling via Buchlyvie, many riders prefer to go round by this route between the fork near Burnfoot and the meeting with the Buchlyvie road (Route 102) beyond Balfron Sta. than by the loop through Balfron (Route 100).

| Miles from<br>Aberfoyle. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------|------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 27 $\frac{1}{2}$         | <b>GLASGOW</b> .....   | ...                     | ...              | As in Route 100 to Strathblane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 16 $\frac{1}{4}$         | Strathblane .....      | 11 $\frac{1}{4}$        | 11 $\frac{1}{4}$ | Bear to <i>L.</i> near rly. sta., road at first level then descending, with a rise and undulating descent to fork beyond Burnfoot. Keep to <i>L.</i> at this fork ( <i>r.</i> , Route 100); undulating to where Route 104 is crossed near Killearn Sta., and falling gradually for $\frac{3}{4}$ m., then undulating, but chiefly on the rise, to Balfron Sta. (on <i>r.</i> ). Splendid surface.                                                                                                                                                                                 |
| 11 $\frac{1}{4}$         | Cross-roads .....      | 5                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 8                        | Balfron Station .....  | 3 $\frac{1}{4}$         | 19 $\frac{1}{2}$ | At $\frac{1}{4}$ m. further Route 102 is crossed. Keep to <i>L.</i> at the fork here near the rly. Undulating for over a m., then gradually descending to the level beyond the Kelty Water and by the policies of Gartmore. (After crossing the Kelty turn <i>L.</i> for Gartmore village.) Slight ascent to Gartmore Sta. where rly. is crossed, and road bears round to <i>L.</i> and is undulating towards Aberfoyle. Route 178 joins on <i>r.</i> nearly 1 m. beyond Gartmore Sta. Surface not so good for the m. beyond Gartmore Sta., but improving beyond, into Aberfoyle. |
|                          | [Gartmore, 25 m.]      |                         |                  | (For continuation of road westward from Aberfoyle see Route 274.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1 $\frac{3}{4}$          | Gartmore Station ..... | 6 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 1                        | Road junction .....    | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                          | <b>ABERFOYLE</b> ..... | 1                       | 27 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                          | (Hotel.)               |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**GLASGOW TO ABERFOYLE.** *Reverse.*—Leave Aberfoyle having rly. on *r.* and 1 m. out turn to *r.* At Gartmore Sta. bear round to *L.* when over the rly. (straight on, up a long hill, to Gartmore Village). At fork where Route 102 is crossed keep *L.*, passing Balfron Sta. on *L.* and pass over cross-roads near Killearn Sta. From Strathblane as in reverse of Route 100 to Glasgow.

## ROUTE 104. BALFRON TO DRYMEN.

(Via Killearn.)

A short cross-country route, connecting Routes 100, 103, and 102. Drymen may also be reached from Balfron by following Route 100 to where it joins Route 102, then by reverse of Route 102.

| Miles from Drymen. | Places on the Road.                   | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------|---------------------------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                       | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8                  | BALFRON .....<br>(Centre of village.) | ...            | ...    | Descend through the village towards the Endrick Water beyond which there is a steep ascent through Boquhan, then an easy run into Killearn. Keep to <i>r.</i> at fork in village ( <i>l.</i> , Route 100) proceeding over an undulating road by Killearn Sta., crossing Route 103 and joining Route 102, at which point bear to <i>r.</i> Descent to br. before Drymen Sta. and short ascent to the sta. At fork, before crossing the Endrick Water, keep <i>r.</i> ( <i>l.</i> , Route 105). Ascent into Drymen. Good surface to Killearn, then fair on the whole to Drymen. |
| 7                  | ↑ Boquhan .....                       | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5½                 | Killearn .....                        | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4½                 | Killearn Station .....                | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4¼                 | Cross-roads .....                     | ¼              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3¼                 | Road junction .....                   | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1¼                 | Drymen Station .....                  | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                    | DRYMEN .....                          | 1½             | 8      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**BALFRON TO DRYMEN. Reverse.**—At fork 1½ m. beyond Drymen Sta. keep to *l.* In Killearn bear to *l.* when meeting Route 100.

## ROUTE 105. GLASGOW TO DRYMEN.

(Via Bonhill.)

Very level, easy road by the Clyde side and hilly after Bonhill, with fairly good surface throughout, and having some fine views of Loch Lomond after Jamestown. For alternative road to Drymen, see Route 102.

| Miles from Drymen. | Places on the Road.                | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------|------------------------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                    | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 26½                | GLASGOW .....<br>(Royal Exchange.) | ...            | ...    | From Royal Exchange proceed up Queen St. to Queen St. Sta. at N.W. corner of George Sq. and turn <i>l.</i> along W. George St. and to <i>r.</i> on entering Buchanan St. At fork near Buchanan St. Sta. bear to <i>l.</i> into Cowcaddens where tramlines are met. At next fork follow tramlines to <i>l.</i> along New City Rd. to St. George's Cross where keep straight on along Great Western Rd., passing St. Mary's Episcopal Ch. on <i>r.</i> and crossing R. Kelvin. |
| 23                 | Great Western Rd. Sta.             | 3½             | 3½     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

Pass under rly. at Great Western Rd. Sta., keep-

Route 105. **GLASGOW TO DRYMEN**—*continued.*

| Miles from Drymen. | Places on the Road.   | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------|-----------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                       | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                    |                       |                |        | ing forward at cross-roads just beyond. Pass Scotstounhill Sta. and join Route 108, turning <i>L.</i> along a level road to Yoker. Lumpy surface out of the city, then good.                                                                                                                                                                                                                                                 |
| 20                 | Yoker .....           | 3              | 6½     | Pass over two level crossings here and over another in Clydebank, and pass over canal wooden draw-bridge in Dalmuir. A straight, undulating road to Old Kilpatrick, where Route 106 joins on <i>r.</i>                                                                                                                                                                                                                       |
| 19                 | Clydebank .....       | 1              |        | Undulating to Bowling at base of the Kilpatrick Hills; ascent beyond Bowling then gently undulating. At fork turn <i>r.</i> ( <i>L.</i> , Route 108) passing through wooded land. Road ascends near Strathleven policies and falls into Bonhill. Good surface on the whole.                                                                                                                                                  |
| 17½                | Dalmuir .....         | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16                 | Old Kilpatrick .....  | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 14¾                | Bowling .....         | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 8¾                 | Bonhill .....         | 6              | 17¾    | Level into Jamestown (where a road leaves for Balloch pier: see note) keep well to <i>r.</i> , road ascending; at fork about a m. from Jamestown Sta. keep to <i>L.</i> Descent to Gartocharn, then undulating, with decided downward tendency, to Kilmaronock Ch.; thence an undulating run to junction with Route 102, where turn sharp <i>L.</i> and cross the Endrick Water and ascend into Drymen. Fairly good surface. |
| 7¾                 | Jamestown .....       | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                    | (Railway Station.)    |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4                  | Gartocharn .....      | 3¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2                  | Kilmaronock Church... | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                    | <b>DRYMEN</b> .....   | 2              | 26½    |                                                                                                                                                                                                                                                                                                                                                                                                                              |

**GLASGOW TO DRYMEN.** *Reverse.*—Descending through the village, turn sharp *r.* after crossing the Endrick Water. At fork 2 m. beyond Bonhill keep *L.* (*r.*, to Dumbarton) and bear again *L.* on meeting the riverside road. In Old Kilpatrick keep *r.*, and 1 m. beyond Yoker turn to *L.* Road bears *r.* passing Scotstounhill Sta. and Great Western Rd. Sta. Proceed along Great Western Rd., meeting tramlines, and by New City Rd. and Cowcaddens into Buchanan St. Near Athenæum buildings turn *L.* to Queen St. Sta. where turn *r.* to Queen St. and Royal Exchange.

**NOTE.**—Jamestown to Balloch. From level rly. crossing in Jamestown proceed N. down past ch. and school and take road to *L.*, going downhill past Levenbank works where road bends round to *r.* Short level straight bit of road; bear *L.* into Balloch.

## ROUTE 106.

## GLASGOW TO OLD KILPATRICK.

(Via Bearsden.)

The direct road to Old Kilpatrick is by Route 105 or Route 103; this route being merely a link from Bearsden, on Route 102. A short circular run might be made by combining portions of the routes just mentioned.

| Miles from<br>Kilpatrick. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                      |
|---------------------------|------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                       |
| 11                        | GLASGOW .....          | ...                     | ...    | Proceed by Route 102 to Bearsden.<br>(Royal Exchange.)                                                                                                                                                                                                                |
| 5½                        | Bearsden .....         | 5½                      | 5½     | Ascent out of the village; keep to l. at branch roads (r., Route 102), road ascends easily for about a m. and descends to Garscadden Rows, thence fairly level to Hardgate with rise and fall before Duntocher, keeping to r. (l. to Clydebank). Fairly good surface. |
| 3½                        | Garscadden .....       | 2                       |        |                                                                                                                                                                                                                                                                       |
| 1½                        | Duntocher.....         | 2                       | 9½     | Sharp, straight descent from the village, followed by a short rise, then re-descending towards Old Kilpatrick under rly. Road narrow on entering the village, care required. Fair surface.                                                                            |
|                           | OLD KILPATRICK .....   | 1½                      | 11     |                                                                                                                                                                                                                                                                       |

GLASGOW TO OLD KILPATRICK (VIA BEARSDEN). *Reverse*.—At fork in village keep l. under rly. at sta., ascending out of the village. At fork in Duntocher keep l., thence unmistakable to Bearsden avoiding all branch roads. Thence as in reverse of Route 102.

## ROUTE 107. GLASGOW TO BALLOCH.

(Via Dumbarton.)

The direct road to Balloch is via Route 105, leaving that route at Jamestown. The route detailed below is portion of the Glasgow--Luss and Ardlui Road (Routes 257 and 272). Easy gradients; good surface.

| Miles from<br>Balloch. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                             |
|------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                              |
| 20¼                    | GLASGOW .....          | ...                     | ...    | Route 105 or 108 to Bowling.                                                                                                                                                                                                                 |
| 8½                     | Bowling.....           | 11¼                     | 11¼    | Undulating road to fork, where keep l. (r., Route 105) and fairly level running to Dumbarton with level crossing on entering. Surface fairly good on the whole but rather lumpy into Dumbarton.                                              |
| 5                      | Dumbarton .....        | 3½                      | 15¼    | From High St. turn l. and cross R. Leven and bear to r. when over, uphill, to fork, where keep r. (l., Route 108); cross rly., having Balloch branch on r. Road fairly level, again cross rly., descending gently into Renton. Good surface. |
|                        | (High Street.)         |                         |        |                                                                                                                                                                                                                                              |



## Route 107.

**GLASGOW TO BALLOCH**—*continued.*

| <i>Miles from<br/>Balloch.</i> | <i>Places on the<br/>Road.</i>   | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                 |
|--------------------------------|----------------------------------|----------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                  | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                         |
| 2 $\frac{3}{4}$                | Renton .....                     | 2 $\frac{1}{4}$                  | 17 $\frac{1}{2}$ | Proceed straight through the village rising, beyond, over rly., and into Alexandria over a short, nearly level stretch. Good surface, but apt to be rough in Alexandria.                                                                                |
| 1 $\frac{1}{2}$                | Alexandria .....<br>(Fountain.)  | 1 $\frac{1}{4}$                  | 18 $\frac{3}{4}$ | Pass straight through the main street and out through an avenue of trees, skirting the policies of Tullichewan Castle on l. Slight rise at first then gentle decline. At d.p. turn r. to Balloch Sta. and Hotel (l., Routes 109 and 257). Good surface. |
|                                | <b>BALLOCH</b> .....<br>(Hotel.) | 1 $\frac{1}{2}$                  | 20 $\frac{1}{4}$ | (A steamer plys at intervals during the day from Balloch pier, to the various other piers on Loch Lomond, in connection with trains from Balloch Sta. For particulars see rly. time tables).                                                            |

**GLASGOW TO BALLOCH. Reverse.**—From Balloch Hotel cross over rly. and on meeting Dumbarton—Luss Road turn sharp l. At Dumbarton turn l. and cross R. Leven into High St., in which turn r., and then bear l. As in reverse of Route 105 from Bowling.

**ROUTE 108. GLASGOW TO HELENSBURGH.**

Easy gradients, good surface, and excellent views of the Firth of Clyde.

| <i>Miles from<br/>Helensburgh.</i> | <i>Places on the<br/>Road.</i>            | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                     |
|------------------------------------|-------------------------------------------|----------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                           | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                             |
| 23 $\frac{1}{2}$                   | <b>GLASGOW</b> .....<br>(Royal Exchange.) | ...                              | ...              | Route 105 to Bowling (or alternative route, below).                                                                                                                                         |
| 11 $\frac{3}{4}$                   | Bowling .....                             | 11 $\frac{3}{4}$                 | 11 $\frac{3}{4}$ | Undulating road to fork, where keep l. (r., Route 105) and fairly level to Dumbarton. Fair surface, lumpy into Dumbarton.                                                                   |
| 8 $\frac{1}{4}$                    | Dumbarton .....<br>(High Street.)         | 3 $\frac{1}{4}$                  | 15 $\frac{1}{4}$ | From High St. turn l. over R. Leven and bear r. when over. At fork turn l. (r., Route 107) ascending road for nearly a m., then undulating, and sharp descent to the level before Cardross. |
| 4 $\frac{3}{4}$                    | Cardross .....                            | 3 $\frac{1}{2}$                  |                  | Level for $\frac{1}{2}$ m. beyond the village then re-ascending slightly and falling to Colgrain with fine running thence towards Helensburgh.                                              |
| 2 $\frac{1}{4}$                    | Colgrain.....                             | 2 $\frac{1}{4}$                  |                  | An access road on l. leads to Craigendoran Sta. and pier (for Clyde steamers). Level along esplanade to Helensburgh pier. Good surface.                                                     |
| 1                                  | Craigendoran .....<br>(Railway Pier.)     | 1 $\frac{1}{4}$                  |                  | (Routes 269 and 271 joined here).                                                                                                                                                           |
|                                    | <b>HELENSBURGH</b> .....<br>(Pier.)       | 1                                | 23 $\frac{1}{2}$ |                                                                                                                                                                                             |

**GLASGOW TO HELENSBURGH.** *Reverse.*—Having shore on *r.* proceed along esplanade eastwards; road unmistakable to Dumbarton. Bear to *r.*, then *l.* over R. Leven into High St., in which again bear *r.* Reverse of Route 105 from Bowling.

## ALTERNATIVE ROUTE OUT OF GLASGOW.

From Royal Exchange proceed S. down Queen St. to Argyle St. and turn *r.*, following tramlines along Argyle St., Main St. (Anderston), and Dumbarton Rd., through Partick to Whiteinch tram terminus; thence straight on to Yoker. Route 105 is joined at the 5th m.s. on *r.* Distances from Royal Exchange, Whiteinch, 3 m.; Yoker 6 m. There is considerable traffic on this alternative route, but it is shorter.

## ROUTE 109. BALLOCH TO HELENSBURGH.

A somewhat hilly road but very picturesque. An easier, but longer, road from Balloch to Helensburgh is by Renton and Cardross (Routes 107 and 108).

| <i>Miles from<br/>Helensburgh.</i> | <i>Places on the<br/>Road.</i>          | <i>Mileage.</i>                    |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------|-----------------------------------------|------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                         | <i>Inter-<br/>medi-<br/>ate.</i>   | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 8 $\frac{1}{4}$                    | BALLOCH<br>(Hotel.)                     | ...                                | ...             | From the hotel proceed westward passing over rly. and turn <i>r.</i> on meeting Dumbarton-Luss Rd. (d.p.) ascending a stiffish hill. The descent beyond is provided with a danger board owing to an awkward turn near foot, but may be ridden down with care; thence undulating. About 3 m. out turn <i>l.</i> over a hilly road, which dips to the Fruin Water and rises by Dumfin, joining Route 271 a short distance further, where turn <i>l.</i> An undulating road, chiefly on the rise, to within 1 $\frac{1}{2}$ m. of Helensburgh, where a steep and dangerous descent—which should be walked down—leads into the town. Fair surface on the whole.<br>(Routes 108 and 269 joined here). |
|                                    |                                         |                                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4 $\frac{1}{2}$<br>3 $\frac{3}{4}$ | Fruin Water .....<br>Join Route 271 ... | 3 $\frac{3}{4}$<br>3 $\frac{3}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                    |                                         |                                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                    | HELENSBURGH .....<br>(Pier.)            | 3 $\frac{3}{4}$                    | 8 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**BALLOCH TO HELENSBURGH.** *Reverse.*—From pier turn *l.* along Sinclair St. and ascend the steep hill out of the town. About 3 m. out turn *r.* over a loop road which leads to Dumbarton-Luss Rd., on joining which turn *r.* At d.p. before Balloch turn *l.* and cross rly. to hotel.

# ROUTE 110. CARLISLE TO EDINBURGH.

(Via Hawick).

The main road to Edinburgh, via Hawick. Route 111 should not be used as a through route to Hawick. An exceedingly interesting and picturesque route, traversing the "Scott country." Capital road to Hawick, very hilly to Selkirk but with good surface, and undulating with very good surface on the whole, to Edinburgh. See also Route 35, via Abington.

| Miles from<br>Edinburgh | Places on the<br>Road. | Mileage.                |        | General description of the Road.                    |
|-------------------------|------------------------|-------------------------|--------|-----------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                     |
| 94                      | Carlisle .....         | ..                      | ...    | Route 1 to Kingstown.                               |
| 92                      | Kingstown .....        | 2                       | 2      | At fork in village keep to r.; road almost level to |
| 90½                     | Blackford .....        | 1½                      |        | Blackford, falling gently towards Westlinton and    |
| 88½                     | Westlinton .....       | 1½                      |        | undulating into Longtown. Good surface.             |
| 85¾                     | Longtown .....         | 2¾                      | 8½     | Pass through the town, cross R. Esk and rly. at     |
|                         |                        |                         |        | level crossing and at fork (d.p.) ¼ m. further turn |
| 83                      | Scots Dyke Station ... | 2¾                      |        | to r.; road surface excellent. Scots Dyke Sta.      |
| 82½                     | The Border .....       | ¾                       |        | passed on r. and Scotland entered ¾ m. further,     |
|                         |                        |                         |        | road rising towards Canonbie and falling to the     |
|                         |                        |                         |        | br.; at Cross Keys Hotel keep forward (L,           |
|                         |                        |                         |        | Route 5) to R. Esk.                                 |
| 80                      | Canonbie .....         | 2½                      | 14     | When over the river turn sharp L. (r., Route 111)   |
|                         | (Bridge.)              |                         |        | to Byreburnfoot, beyond, bear to L., re-cross R.    |
| 79                      | Byreburnfoot ..        | 1                       |        | Esk and keep to r. when over br. Road becomes       |
|                         |                        |                         |        | hilly for over 3 m. and the Esk is again crossed    |
|                         |                        |                         |        | before entering Langholm. Surface good, but         |
|                         |                        |                         |        | last ½ m. or so lumpy.                              |
| 73¾                     | Langholm .....         | 5½                      | 20½    | Proceed straight through the town, avoiding road    |
|                         | (Town Hall.)           |                         |        | to L., and crossing R. Ewes at 1 m. out. Road       |
| 69½                     | Ewes Church .....      | 4½                      |        | broad and gently ascending towards Fiddleton        |
| 65¾                     | Fiddleton .....        | 3½                      |        | with one rather stiff rise 2 m. before that place,  |
|                         | ↑                      |                         |        | where commences the continuous ascent to the        |
| 63                      | Summit .....           | 2¾                      |        | summit—quite rideable. Descent to Teviothead        |
| 59½                     | Teviothead .....       | 3½                      |        | and a succession of undulations with downward       |
|                         | ↓                      |                         |        | trend to New Mill where there is a sharp fall       |
| 55                      | Newmill .....          | 4¾                      |        | and rise. Cross R. Teviot at Bransholm Br.          |
|                         | ↑                      |                         |        | and keep forward to Hawick, having river on L.      |
| 54½                     | Bransholm .....        | ¾                       |        | Enter the town by Buccleuch St. and High            |
| 53½                     | Bransholm Bridge ..... | 1                       |        | St. Very good surface, as a whole, from             |
| 50¾                     | Hawick .....           | 2½                      | 43½    | Langholm, but last m. into Hawick generally         |
|                         | (Town Hall.)           |                         |        | rough.                                              |
|                         | ↑                      |                         |        | At N. end of High St. keep to L., passing           |
|                         | ↑                      |                         |        | Buccleuch Memorial on r.; cross R. Teviot,          |
|                         | ↑                      |                         |        | rly. sta. passed on r., and keep forward up a       |
|                         | ↑                      |                         |        | steep ascent; turn to L. having a further ascent,   |
|                         | ↑                      |                         |        | and keep again to L., on main road; top of hill     |
|                         | ↑                      |                         |        | reached at 3½ m. out. Steep descent towards         |
|                         | ↑                      |                         |        | Ashkirk—care required. Cross the Ale Water          |
|                         | ↑                      |                         |        | with long steep ascent beyond; easy ½ m. at top     |
|                         | ↑                      |                         |        | of hill, then a descent, gradual, for nearly 1½ m.  |
|                         | ↑                      |                         |        | Short steep ascent to junction with Route 126,      |
| 44½                     | Ashkirk .....          | 6½                      |        |                                                     |
|                         | (Bridge.)              |                         |        |                                                     |

Route 110. **CARLISLE TO EDINBURGH**—*continued.*

| Miles from<br>Edinburgh | Places on the<br>Road.              | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------|-------------------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                     | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         |                                     |                         |                  | and dangerous fall into centre of Selkirk town.<br>Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 40 $\frac{1}{2}$        | ↑<br>↑<br>↑<br>The Haining .....    | 4                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 39                      | Selkirk .....<br>(Town Hall.)       | 1 $\frac{1}{2}$         | 55               | Having entered the town by Tower St., bear <i>L.</i> into Market Pl. and turn to <i>r.</i> at Fleece Hotel down a steep descent; bear round to <i>r.</i> and descend to the Old Toll—care required on this hill. Pass the rly. and at Lindean Sta. cross the Ettrick Water, and, over $\frac{1}{2}$ m. further, the Tweed, keeping to <i>r.</i> when over. Gradual rise towards Galashiels with fall into the town. Capital surface.                                                                                                                                                                                                                                                                                                                           |
| 37                      | Lindean Station .....               | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 35                      | Abbotsford Ferry Sta.<br>(a) .....  | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 33                      | Galashiels .....<br>(Market Place.) | 2                       | 61               | Bear to <i>r.</i> into Market Pl. and cross over rly. near sta. to junction with the Melrose Rd. (Route 122) where turn to <i>L.</i> , having rly. on <i>L.</i> , and leave by Magdala Ter. [or, on entering Galashiels keep to <i>L.</i> by Bank St. into High St., passing Post Office, and bear to <i>r.</i> crossing the river and rly. to Magdala Ter.] A gradual rise for nearly 2 m. with Gala Water on <i>L.</i> , undulating to Bowland, and a pleasant, easy run to Stow. Very good surface. (Hill road to Lauder: see note to Route 136.)                                                                                                                                                                                                           |
| 29                      | Bowland Station .....               | 4                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 25 $\frac{1}{2}$        | Stow .....                          | 3 $\frac{3}{4}$         | 68 $\frac{3}{4}$ | Gradual rise, with excellent surface, to the summit beyond Heriot Sta. and long descent, passing at first over open ground then through wooded land, by North Middleton and Fushiebridge to the br. over the Gore Water. Short rise under rly. towards Arniston Collieries, then re-descending, passing over the cross-roads at Newtonloan, and bearing to <i>L.</i> $\frac{1}{2}$ m. further, passing over rly. and descending to the rly. viaduct, after passing under which bear to <i>L.</i> , having Dalhousie Sta. on <i>L.</i> at end of the viaduct. Ascending road for $\frac{3}{4}$ m. then easy running into Eskbank. Good surface on the descent from the summit and towards Arniston, rather rough by the collieries, but improving into Eskbank. |
| 16 $\frac{3}{4}$        | Heriot Station .....                | 8 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 15 $\frac{3}{4}$        | Summit .....                        | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 12 $\frac{1}{2}$        | North Middleton .....               | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 11 $\frac{1}{2}$        | Fushiebridge .....                  | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9 $\frac{1}{2}$         | Newtonloan .....                    | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 $\frac{1}{2}$         | Dalhousie Station .....             | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 $\frac{1}{2}$         | Eskbank .....                       | 1                       | 87 $\frac{1}{2}$ | Cross the open ground in centre of village, where six roads meet, take third road on <i>L.</i> and follow telegraph wires round to <i>L.</i> over rly. br. with descent to the R. North Esk and rise beyond. At top of this hill keep straight forward ( <i>r.</i> to Dalkeith, etc.) level for a short distance, through trees, and short decline followed by a long,                                                                                                                                                                                                                                                                                                                                                                                         |

Route 110. **CARLISLE TO EDINBURGH**—*continued.*

| <i>Miles from<br/>Edinburgh</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                |
|                                 |                                |                                  |                  | gradual straight ascent through open country to Gilmerton; top of the hill in the village. Good surface; roughish in Gilmerton.                                                                                                                                                                                                                                                |
| 4 $\frac{1}{4}$                 | Gilmerton .....                | 2 $\frac{1}{2}$                  | 89 $\frac{3}{4}$ | Descent out of the village, road broad, with fairly good surface, but perhaps a trifle lumpy. Quick descent towards Greenend and short pull-up into that village. Capital run down towards Edinburgh, passing ch. on <i>L.</i> and having telegraph wires as before. Join Route 31 at Good's Corner; slight rise to Mayfield Toll and level, with tramlines, to Newington Sta. |
| 3 $\frac{1}{4}$                 | Greenend .....                 | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                |
|                                 | <i>Join Route 31.</i>          |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                |
| 1 $\frac{3}{4}$                 | Newington Station.....         | 1 $\frac{1}{2}$                  | 92 $\frac{1}{4}$ | Proceed to General Post Office as on p. 39.                                                                                                                                                                                                                                                                                                                                    |
|                                 | <b>EDINBURGH</b> .....         | 1 $\frac{3}{4}$                  | 94               |                                                                                                                                                                                                                                                                                                                                                                                |
|                                 | (General Post Office.)         |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                |

**CARLISLE TO EDINBURGH. Reverse.**—As in reverse of Route 31 to Newington Sta., keep to *L.* following telegraph wires at Good's Corner fork (d.p.) At branch-roads 2 m. beyond Gilmerton keep to *r.*, downhill, and in Eskbank take third road on *r.* Pass alongside Dalhousie viaduct and go under its last arch, to *r.*; follow telegraph wires to Galashiels. Turn to *r.* into the town crossing rly. near sta. and passing through Market Pl. bear to *L.* by Burgh Buildings; cross Tweed and Ettrick rivers and at fork before Selkirk keep to *L.*, (*b*) ascending through town. At Fleece Hotel turn *L.* into Market Pl., and to *r.* leaving by Tower St. In Hawick pass rly. sta. on *L.* and keep forward by Bridge St. round to *r.* into High St., leaving to *r.* by Buccleuch St. Avoid a road to *r.* at 1 $\frac{1}{2}$  m. out and keep to *L.* at the br. beyond. Keep again to *L.* 2 m. beyond Newmill, thence unmistakable to Langholm. Keep to *r.* over river nearly a m. beyond Langholm; cross river to *L.* about 4 m. further and re-cross river to *r.* at Canonbie. Turn to *L.* over rly. before Longtown, thence a straight-forward road to Carlisle.

(a) Abbotsford House may be visited from Abbotsford ferry, crossing the river by boat.

(b) Riders going up Yarrow by Route 114 (reverse) keep to *r.* at this fork and thus avoid the climb into Selkirk.

**ALTERNATIVE ROUTE TO HAWICK.**

From Canonbie follow Route 111 to Newcastleton and turn to *r.* at 1 $\frac{3}{4}$  m. further (Hermitage Br.). Gradually ascending road by Leahaugh to Whitterhope, with long steady climb of 2 $\frac{3}{4}$  m. to the summit at Limekilnedge. Fair surface at first; rougher near summit. Sharp descent by Roberts Linn Br., then easier to Shankend Sta., beyond which road again rises, is fairly level for nearly a m. and again falls sharply to Stobs Castle and Newmill, and going by the Slitrig Water into Hawick (High St.). Narrow road; rough loose surface from summit, improving towards Hawick. For the most part on dreary moorland, and no inns between Newcastleton and Hawick—20 $\frac{1}{2}$  m.



**LANGHOLM TO ESKDALEMUIR AND ETTRICKDALE.** Turn to *L.* over river out of Langholm, then ascending a steep bank for  $\frac{1}{2}$  m. and keeping to *L.* at fork, having a further steep ascent with long downhill run beyond. Short ascent before fork at which again keep *L.*, then undulating and ascending to Hopsrig; very undulating by Bentpath Inn ( $5\frac{3}{4}$  m.) to Billholm, and a long stiff climb for about 2 m. with steep fall towards Allangillfoot and thence easier to Eskdalemuir ( $13\frac{1}{2}$  m.). Turn to *r.* here, road becoming undulating, with upward tendency, to Garwaldwaterfoot,  $1\frac{1}{2}$  m. beyond which place the ascent over the watershed commences—a gradual rise with roughish, loose surface. Descent by the Tima Water to Ramseycleuch ( $25\frac{3}{4}$  m.) where, on meeting the Ettrick Rd., turn sharp *r.* to junction with Route 116 at Tushielaw Inn. Pleasant scenery up the Esk side and in Ettrickdale, otherwise a bleak, rather monotonous road.

## ROUTE 111.

### CARLISLE TO BONCHESTER-BRIDGE.

A difficult, disused road after Saughtree with very poor surface about the summit; dreary moorland after Riccarton. Riders coming into Scotland from Carlisle and going to Hawick and the north should avoid this road as a through route, taking Route 110 instead.

| Miles from<br>Bonchester-Br. | Places on the<br>Road.      | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------|-----------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                             | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 42 $\frac{3}{4}$             | Carlisle.....               | ...                     | ...    | Route 110 to Canonbie.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 28 $\frac{3}{4}$             | Canonbie .....<br>(Bridge.) | 14                      | 14     | Keep forward ( <i>L.</i> Route 110) with stiffish ascent for $\frac{1}{2}$ m. and slight fall past Canonbie Sta., road rising through Canonbiemuir village and falling to br. over the Archer Beck. Uphill, stiff at first, to Cauldside, with poorer surface. Descent to a small br., with corresponding rise beyond; $\frac{3}{4}$ m. of fairly level road with descent and re-ascent before Gillside; undulating to Newcastleton, passing rly. before the village. Fair surface on whole, improving latterly.                                                                                                                                                                                                                                                                                                                                                                           |
| 28                           | Canonbie Station .....      | $\frac{3}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 27 $\frac{3}{4}$             | Canonbiemuir .....          | $\frac{1}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 24 $\frac{1}{2}$             | Cauldside .....             | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                              | ↑                           |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 21                           | Gillside .....              | 3 $\frac{3}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 18 $\frac{3}{4}$             | Newcastleton .....          | 2 $\frac{1}{4}$         | 24     | Proceed through village, having rly. on <i>L.</i> ; road to <i>L.</i> at $1\frac{3}{4}$ m. out, via Limekilnedge to Hawick (see p. 114). Keep straight forward with gradual ascent to Castleton, and thence gently undulating for 4 m. At Riccarton the long rough ascent to the watershed commences, gradual at first, becoming steeper 1 m. beyond Saughtree Sta., with poor surface, loose and stony. Road dips to a br. and re-ascends towards Note-o'-the-Gate, just beyond which the hill-top is gained. The subsequent descent to Hyndlee is very steep and requires careful riding; gradual, undulating rise to Cleuchhead, just beyond which point Route 112 is joined on <i>r.</i> Steep descent to fork-roads where keep <i>L.</i> ( <i>r.</i> , see note) to Bonchester-Bridge. Rough surface from the summit but improving to road junction beyond Cleuchhead, then fair. The |
|                              | ↑                           |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                              | ↑                           |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 6                            | Note-o'-the-Gate .....      | 3 $\frac{3}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 5 $\frac{3}{4}$              | Summit.....                 | $\frac{1}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                              | ↓                           |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 4                            | Hyndlee .....               | 1 $\frac{3}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                            | Wolfee .....                | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 1 $\frac{1}{2}$              | Cleuchhead .....            | $\frac{3}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



Route 111. **CARLISLE TO BONCHESTER-BRIDGE**

—continued.

| <i>Miles from<br/>Bonchester Br.</i> | <i>Places on the<br/>Road.</i>                | <i>Mileage.</i>                  |                         | <i>General description of the Road.</i>                                                     |
|--------------------------------------|-----------------------------------------------|----------------------------------|-------------------------|---------------------------------------------------------------------------------------------|
|                                      |                                               | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>           |                                                                                             |
| $\frac{1}{4}$                        | Fork-roads .....<br><br>BONCHESTER-BRIDGE ... | I<br><br>$\frac{1}{4}$           | <br><br>$42\frac{3}{4}$ | small hamlet of Bonchester-Bridge stands on the L. bank of the Rule Water; there is no inn. |

**CARLISLE TO BONCHESTER-BRIDGE.** *Reverse.*—Proceeding southwards from the br. keep to r. at top of hill, thence an unmistakable road to Canonbie, and as in reverse of Route 110 thence to Carlisle.

EDITOR'S NOTES.—(a) At fork, before reaching Bonchester-Bridge, keep to r. for Jedburgh. Capital downhill run for 2 m., then ascending steeply (about 1 in 13) towards Fodderlee and continuing to ascend for a m. beyond, with a long descent of over  $2\frac{1}{4}$  m. at foot of which turn L. with easy running into Jedburgh. From the fork near Bonchester-Bridge to Jedburgh.  $7\frac{3}{4}$  m. Fair surface.

(b) For the small hamlet of Hobkirk turn sharp L. when over Bonchester-Bridge and before crossing the second br. (spanning a small stream), going up the waterside having the river on L. Hobkirk consists of one or two cottages, a ch. and manse, and lies  $\frac{3}{4}$  m. S. of Bonchester-Bridge.

ROUTE 112. **CARTER BAR TO HAWICK.**

A poor, rough road to Southdean, then fairer surface, but very hilly to within  $1\frac{1}{4}$  m. of Hawick when it becomes good. The m.s.s. are a little at variance on this road; the actual boundary line is about  $\frac{1}{4}$  m. E. of the site of the old toll-bar.

| <i>Miles from<br/>Hawick.</i> | <i>Places on the<br/>Road.</i>    | <i>Mileage.</i>                  |                | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------|-----------------------------------|----------------------------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                   | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| $15\frac{1}{2}$               | CARTER BAR .....<br>(The Border.) | ...                              | ...            | The old toll-house, near the Border line, known as "Carter Bar," has completely vanished, nothing but the remnant of an old shed now marking the boundary between England and Scotland. (See also p. 400, Vol. III.) Go forward to the fork-roads where bear to L. (r., Route 113). Rough, little-used descending road to Southdean with bad surface. Some way beyond this the surface improves, with easy decline to R. Jed and rise to Chesters. |
| $11\frac{1}{4}$               | Southdean.....                    | $4\frac{3}{4}$                   |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| $10\frac{1}{4}$               | Chesters.....                     | I                                | $5\frac{1}{4}$ | Here turn sharp L. (ahead to Jedburgh; poor road); undulating road for $\frac{3}{4}$ m., then descending to a small stream beyond which there is a very stiff climb to face to junction (on L.) with Route 111, followed by a steep descent towards Bonchester-Bridge,—care required. Keep to L. at foot of hill to the br. (r. to Jedburgh). Fair surface.                                                                                        |

Route 112. **CARTER BAR TO HAWICK**—*continued.*

| <i>Miles from Hawick.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------|----------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 7½                        | Bonchester-Bridge .....    | 3                     | 8½            | Cross br. (Rule Water), keeping to <i>r.</i> (L., see note to Route 111) and about 300 yds. on turn L. up steep ascent to Hawthornside, beyond which road dips and re-ascends for a short distance. A long, winding descent with rather a steep dip at the foot leads to junction with Route 121 at right angles. Turn L., having fairly level run into Hawick. Variable surface; poor on the hills; improving latterly. |
| 6½                        | ↑ Hawthornside .....       | 1                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                           | ↓                          |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1¾                        | Road junction .....        | 4½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                           | Hawick (Town Hall.) .....  | 1¾                    | 15½           |                                                                                                                                                                                                                                                                                                                                                                                                                          |

**CARTER BAR TO HAWICK.** *Reverse.*—Leaving by N. end of High St., keep to *r.* passing under rly.; at d.p. 1¾ m. out, turn *r.* Descent to Bonchester-Bridge *dangerous*. At fork at top of next hill keep L.; turn *r.*, sharply, at Chesters—thence unmistakable to the Border.

**ROUTE 113. CARTER BAR TO JEDBURGH.**

This road is the latter portion of the route Newcastle-on-Tyne to Jedburgh, and is included under Route 405 in Vol. III. Though a hilly, undulating road, with variable surface, the hills are mostly in the rider's favour from Carter Bar. Fine scenery in the Jed valley.

| <i>Miles from Jedburgh.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------|----------------------------|-----------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10½                         | THE BORDER .....           | ...                   | ...           | The actual boundary is at the road summit some ¼ m. E. of Carter Bar; of the old bar, or toll-house, itself nothing now remains. At fork keep to <i>r.</i> (L., Route 112) down a long winding descent ( <i>a</i> ) with loose, rough surface at first, then fairer. Undulating descent by Broomhauks Farm beyond which there is an easy ascent and fairly level run with a rather steep descent past Edgerston Ch. Better surface.                     |
| 10½                         | Carter Bar .....           | ¾                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | ↓                          |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8                           | Broomhauks Farm .....      | 2½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7                           | Edgerston Church .....     | 1                     | 3½            |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | ↓                          |                       |               | At foot of the hill there is a short rise and a further long descent towards Camptown, beyond which the R. Jed is crossed, then an undulating bit of road with ascent by Mossburnford and bearing to <i>r.</i> , crossing a small br. Stiffish rise beyond the br., then undulating with long descent past Glendouglas and Langlee to road junction at Linthaugh, where a road from Bonchester-Bridge (see note to Route 111) joins on L. Surface fair. |
| 6                           | Camptown .....             | 1                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5                           | Old Jedward Farm .....     | 1                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4¾                          | Cleethaugh .....           | ¼                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4                           | Mossburnford .....         | ¾                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2                           | Langlee .....              | 2                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

Route 113. **CARTER BAR TO JEDBURGH**—continued.

| <i>Miles from Jedburgh.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                            |
|-----------------------------|----------------------------|-----------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                    |
| 1 $\frac{3}{4}$             | Road junction .....        | $\frac{1}{4}$         | 8 $\frac{3}{4}$  | Keep forward crossing R. Jed by a narrow br., then crossing and recrossing the river on an undulating road with rise and fall before Jedburgh, turning <i>r.</i> into High St. on entering the town. Good surface. |
| I                           | Hundalee .....             | $\frac{3}{4}$         |                  |                                                                                                                                                                                                                    |
|                             | <b>JEDBURGH</b> .....      | I                     | 10 $\frac{1}{2}$ |                                                                                                                                                                                                                    |
|                             | (Market Place.)            |                       |                  |                                                                                                                                                                                                                    |

**CARTER BAR TO JEDBURGH.** *Reverse.*—Turn *l.* from High St., crossing river on leaving the town and keep *l.* at branch-roads 1 $\frac{1}{2}$  m. out, passing Langlee on *r.* beyond; thence an unmistakable road to Carter Bar and the Border.

(a) The telegraph wires make a short cut down the Carter while the road zigzags. The wires, however, are visible all the way down and re-join at foot of the hill.

**ROUTE 114. MOFFAT TO SELKIRK.**

This road passes down the romantic Yarrow valley so famed in border ballad, song and story. Going at first over bleak moorland it descends to more pastoral scenes by "lone St. Mary's," and winds down Yarrow side through varied and charming scenery to Selkirk. Poor surface in parts to St. Mary's Loch, then good towards Selkirk.

| <i>Miles from Selkirk.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------|----------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 34                         | <b>MOFFAT</b> .....        | ...                   | ...           | Leaving the town by S.E. end of High St., keep to <i>l.</i> where roads branch; ascending road for 1 m. then falling, with several curves, to branch road for Drumcrieff; keep forward, thence undulating. After crossing a stream the ascent of Craigieburn hill begins; this ascent is fairly steep and on a curve. Road falls for a short distance and becomes undulating with an upward trend to Capplegill. Surface fair to this point but becoming poorer over Birkhill towards St. Mary's Loch. The road now, in fact, becomes a typical moorland one and is loose and soft in parts. Steep ascent to the top of Birkhill. |
|                            | (High Street.)             |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 33                         | Hunterbeck .....           | I                     |               | Easy descent for $\frac{3}{4}$ m. to Chapelhope then level by Loch of the Lowes, passing "Tibbie Shiels" inn on <i>r.</i> —a famous fishing centre, at one time the haunt of Christopher North and James Hogg, the "Ettrick Shepherd." Keep forward, having St. Mary's Loch on <i>r.</i> to Rodono Hotel (on <i>l.</i> ). Surface improving by the loch side.                                                                                                                                                                                                                                                                     |
| 31 $\frac{3}{4}$           | ↑ Craigieburn .....        | 1 $\frac{1}{4}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 28 $\frac{1}{2}$           | Capplegill .....           | 3 $\frac{1}{4}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 26 $\frac{3}{4}$           | ↑ Carrifran .....          | 1 $\frac{3}{4}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 23                         | Birkhill Summit ...        | 3 $\frac{3}{4}$       | II            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 20                         | Chapelhope .....           | 3                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 19                         | ("Tibbie Shiels") .....    | I                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## Route 114.

## MOFFAT TO SELKIRK—continued.

| Miles from<br>Selkirk. | Places on the<br>Road.                   | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------|------------------------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                          | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 18                     | Rodono Hotel .....<br>(St. Mary's Loch.) | I                       | 16               | Proceed by the side of the loch, leaving it at one point, curving to <i>r.</i> , and re-joining it beyond Coppercleuch. Road almost level and surface good, telegraph posts acting as a guide from here to Selkirk. Slight rise and fall before the Gordon Arms, on <i>l.</i>                                                                                                                                                            |
| 17                     | Coppercleuch .....                       | I                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 12 $\frac{3}{4}$       | Gordon Arms Inn .....                    | 4 $\frac{1}{2}$         | 21 $\frac{1}{4}$ | Route 115 leaves to <i>l.</i> , keep forward, road undulating with downward tendency on the whole to Yarrow Feus and Ch., the Yarrow Water flowing parallel with road, on <i>r.</i> Keep <i>l.</i> before Yarrow Ch., with fairly level road for over 1 $\frac{1}{2}$ m., then more undulating, with some sharp bends, and with descent towards Yarrowford. Good surface.                                                                |
| 10 $\frac{1}{4}$       | Yarrow Feus.....                         | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8 $\frac{3}{4}$        | Yarrow Church .....                      | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5                      | Yarrowford .....                         | 3 $\frac{3}{4}$         | 29               | Fairly level at first, crossing Yarrow Water twice, with slight ascent, passing Newark Castle ruins on opposite bank of river, and gradual fall to beyond Philiphaugh where turn <i>r.</i> at road junction (forward, Route 118) crossing R. Ettrick. Telegraph wires go to <i>l.</i> towards sta.: keep straight on up hill and take first turn to <i>r.</i> up a steep incline into the town. Good surface; rough ascent into Selkirk. |
| 1 $\frac{1}{4}$        | Philiphaugh.....<br>(Battlefield.)       | 3 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1                      | Road junction .....                      | $\frac{1}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                        | SELKIRK .....<br>(Town Hall.)            | I                       | 34               |                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**MOFFAT TO SELKIRK. Reverse.**—Leaving Market Pl. by The Green and meeting telegraph posts at foot of hill out of the town, cross R. Ettrick and turn *l.* at branch-roads. At Coppercleuch bear *l.* and beyond Rodono Hotel keep forward, avoiding road to *l.*; thence unmistakable over Birkhill down towards Moffat, keeping to *r.* beyond Craigieburn Hill.

## ROUTE 115. MOFFAT TO PEEBLES.

Affording direct communication from Gordon Arms, between Yarrow and Tweedside, by the valley of the Newhall Burn. Roughish road over the moorland, improving near Traquair, and very good into Peebles. It was over this road that Wordsworth was led in 1814 by "The Ettrick Shepherd" when Yarrow was "visited."

| Miles from<br>Peebles. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                               |
|------------------------|------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                |
| 36                     | MOFFAT .....           | ...                     | ...              | Route 114 to Gordon Arms Inn.<br>At cross-roads here turn sharp <i>l.</i> up a fairly steep hill for $\frac{3}{4}$ m., then easier for nearly $\frac{1}{2}$ m., followed by a long gradual climb to the summit |
| 14 $\frac{3}{4}$       | Gordon Arms Inn .....  | 21 $\frac{1}{4}$        | 21 $\frac{1}{4}$ |                                                                                                                                                                                                                |
| 12 $\frac{3}{4}$       | Mountbengerhope.....   | 2                       |                  |                                                                                                                                                                                                                |

## Route 115.

MOFFAT TO PEEBLES—*continued.*

| Miles from<br>Peebles. | Places on the<br>Road.   | Mileage.                |                  | General description of the Road.                                                                                                         |
|------------------------|--------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                          | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                          |
| 11 $\frac{3}{4}$       | Summit.....              | 1                       |                  | and a descent of 2 m. to Newhall, at 1 in 17 in parts, then an easier decline to Traquair, with bend to r., then l., before the village. |
| 9 $\frac{1}{2}$        | Newhall.....             | 2 $\frac{1}{2}$         |                  | Roughish loose surface about the summit, fair as a whole.                                                                                |
| 8 $\frac{3}{4}$        | Traquair Church.....     | $\frac{3}{4}$           |                  |                                                                                                                                          |
| 7 $\frac{3}{4}$        | Traquair .....           | 1                       | 28 $\frac{1}{2}$ | Keep forward (l., see note), descending, and turn l.                                                                                     |
| 6 $\frac{3}{4}$        | Cross River Tweed .....  | 1                       |                  | towards the Tweed, which cross, passing rly.                                                                                             |
| 6 $\frac{1}{2}$        | Innerleithen Station.... | $\frac{1}{2}$           |                  | sta. beyond and meeting main road where turn                                                                                             |
| 6 $\frac{1}{4}$        | Road junction .....      | $\frac{1}{4}$           |                  | sharp l. (r. into Innerleithen).                                                                                                         |
|                        | PEEBLES .....            | 6 $\frac{1}{4}$         | 36               | Route 118 to Peebles.                                                                                                                    |
|                        | (Cross.) .....           |                         |                  |                                                                                                                                          |

**MOFFATT TO PEEBLES.** *Reverse.*—Reverse of Route 118 for 6 $\frac{1}{4}$  m., where turn sharp r., passing rly. sta. and crossing R. Tweed. Turn r. at  $\frac{1}{4}$  m. beyond the river and keep forward through Traquair, avoiding a road to r. at the ch., and going over the summit down to cross-roads at Gordon Arms Inn, where turn r., and by reverse of Route 114 to Moffat.

**EDITOR'S NOTE.**—An alternative route between Traquair and Peebles lies on the S. side of the Tweed. It is a hilly road, narrow, but of fair surface, and is about  $\frac{1}{4}$  m. shorter than that given above.

## ROUTE 116.

## HAWICK TO ST. MARY'S LOCH.

A wild hill-road for the most part with some very stiff ascents but being the only direct road from Hawick to St. Mary's Loch is of some little importance. The surface is mainly rough and bad, but the views to be obtained from the high points *en route* offer some compensation for the labour involved when riding over this road.

| Miles from<br>St. Mary's Loch. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                         |
|--------------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------|
|                                |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                          |
| 27 $\frac{1}{2}$               | Hawick .....           |                         |        | Leave Hawick by Buccleuch St., having river on r. for 1 $\frac{1}{2}$ m. where, at road junction turn r. |
|                                | (Town Hall.) .....     |                         |        | crossing river, ascending to Highchesters having                                                         |
| 26                             | Road junction .....    | 1 $\frac{1}{2}$         |        | the Borthwick Water on l. Easy running to the                                                            |
| 24                             | Highchesters.....      | 2                       |        | br. over Harden Burn, then road re-ascends;                                                              |
|                                |                        |                         |        | first m. easy, passing Robertson Ch. on r., beyond                                                       |
|                                |                        |                         |        | which keep to r., ascent becoming stiffer.                                                               |
|                                |                        |                         |        | Keep to l., cross a small stream, and turn sharp                                                         |
| 21 $\frac{1}{2}$               | Borthwickbrae.....     | 2 $\frac{1}{2}$         |        | r., $\frac{1}{2}$ m. further, up the steep Borthwickbrae                                                 |
|                                |                        |                         |        | which is unrideable either way, having loose                                                             |
|                                |                        |                         |        | rough surface in addition to the acuteness of the                                                        |
|                                |                        |                         |        | gradient, which varies from about 1 in 16 to 1 in                                                        |
|                                |                        |                         |        | 12.                                                                                                      |



## Route 116. HAWICK TO ST. MARY'S LOCH—continued.

| Miles from<br>St. Mary's Loch. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------|------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 20½                            | Head of the Brae ..... | 1                       | 7      | Long winding descent from summit passing Ale-<br>muir Loch on <i>r.</i> ; very poor surface. Undulating<br>road by the Schoolhouse through bleak moor-<br>land, with upward trend, and still undulating by<br>Clearburn Loch (on <i>r.</i> ) to Buccleuch, where the<br>road bends round to <i>r.</i> at the base of Home<br>Law and gradually descends the valley of the<br>Rankle Burn towards Tushielaw Inn, before<br>which the R. Ettrick is crossed. Turn <i>r.</i> at the<br>inn ( <i>L.</i> , see note <i>a.</i> ) Fair surface latterly; rest<br>poor. |
|                                | ↓                      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 17                             | Schoolhouse .....      | 3½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 14½                            | Buccleuch .....        | 2½                      |        | Rising gradient from the inn, ½ m. beyond which<br>turn sharp <i>L.</i> ( <i>r.</i> , Route 117) up a long, steep,<br>rough gradient, the longest continuous climb yet<br>met with on this route. On meeting another<br>road at right angles turn to <i>r.</i> ( <i>L.</i> , see note <i>b.</i> )<br>down a long descent towards the cross-roads at<br>the Gordon Arms Inn. Fair surface, roughish<br>in parts.                                                                                                                                                 |
| 11½                            | Tushielaw Inn .....    | 2½                      | 15½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 11½                            | Road junction .....    | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                | ↑                      |                         |        | Turn sharp <i>L.</i> at the cross-roads here, over a capital,<br>gently undulating road (Route 114) to St. Mary's<br>Loch. Rodono Hotel lies on <i>r.</i> , up a steep<br>approach; sign board at foot.                                                                                                                                                                                                                                                                                                                                                         |
| 9                              | Road junction .....    | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                | ↓                      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6                              | Eldinhope .....        | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5½                             | Gordon Arms Inn .....  | ½                       | 22½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                              | Coppercleuch .....     | 4½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                | ST. MARY'S LOCH .....  | 1                       | 27½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                | (Rodono Hotel.)        |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**HAWICK TO ST. MARY'S LOCH. Reverse.**—Follow Route 114 to Gordon Arms Inn and there turn sharp *r.* crossing the Yarrow Water; at top of hill 3¼ m. further turn down to *L.* and on meeting a road at right angles at foot of this hill turn *r.* to Tushielaw Inn, where turn to *L.* over the Ettrick Water. At foot of the steep and dangerous Borthwickbrae turn *L.* going down the valley of the Borthwick Water and on meeting Route 110 at br. over R. Teviot turn again *L.* to Hawick going by Buccleuch St. into High St.

**EDITOR'S NOTES.**—(*a*) The road up Ettrickdale to *L.* from Tushielaw Inn is good as far as Ettrick Ch. (3½ m. from Tushielaw Inn), beyond which point it is fair for a few miles, then rapidly degenerates into a mere cart track over the hills to junction with Route 114 in the glen above Moffat. There is a rideable road, however, southwards from Ramseycleuch to Langholm, of which some account is given in a note to Route 110.

(*b*) There is a direct communication with St. Mary's Loch from the top of the long hill above Tushielaw. Turn *L.* at meeting with the road at right angles 2½ m. after Tushielaw (instead of to *r.* as for Gordon Arms), with stiffish climb to summit 1 m. further, followed by a very rough, loose, unrideable descent to Tibbie Shiels, beyond which Route 114 is met—along which road bear to *r.* for Rodono Hotel, on W. side of St. Mary's Loch. By this short cut Tibbie Shiels is only 7 m. from Tushielaw, and Rodono Hotel 1½ m. further, but this bit of road is not recommended to any but the most venturesome of riders.

## ROUTE 117. TUSHIELAW INN TO SELKIRK.

Delightful scenery all down the Ettrick valley, the road running by the river side throughout. A very undulating road, with downward tendency on the whole, and fairly good surface.

| Miles from<br>Selkirk. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------|------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 15                     | TUSHIELAW INN .....    | ...                     | ...    | Keep forward down Ettrickdale, having river on <i>r.</i> with easy running to Newburgh, beyond which there is a short descent and a very undulating road, thence forward winding by the river side and descending sharply to Ettrick Bridge. Fair surface.                                                                                                                                            |
| 13                     | Newburgh .....         | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11½                    | Gilmansclench .....    | 1½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9¾                     | Singlee .....          | 2¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 7¼                     | Kirkhope .....         | 1½                      |        | Very gradually ascending road from the br. having river now on <i>l.</i> with downward trend by Hunterburn, beyond which avoid a road to <i>r.</i> , and Oakwood Tower with rise towards the Mill and a descent to Howden, and after a short stretch of level, an ascent and descent before Selkirk with a further rise into that town, bearing to <i>r.</i> up into the Market Pl. Fairly good road. |
| 7                      | Ettrick Bridge .....   | ¾                       | 8      |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5½                     | Hunterburn .....       | 1½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4½                     | Oakwood .....          | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2¾                     | Oakwood Mill .....     | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1¾                     | Howden .....           | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
|                        | SELKIRK .....          | 1¾                      | 15     |                                                                                                                                                                                                                                                                                                                                                                                                       |
|                        | (Town Hall.)           |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                       |

**TUSHIELAW INN TO SELKIRK. Reverse.**—Leaving Market Pl. by The Green keep down the hill and turn sharp *l.* at first cross-roads having river on *r.* Keep to *r.* at Oakwood Mill and over the river at Ettrick Bridge, thence an easily-followed road up Ettrickdale to Tushielaw Inn.

**EDITOR'S NOTE.**—The road from near Ettrick Bridge (Kirkhope) over the hill to Yarrow Ch. is a bad one, with a dangerously steep hill at either end, and is practically unrideable.

## ROUTE 118. SELKIRK TO EDINBURGH.

A good road throughout with excellent surface up Tweedside and very good, as a whole, to Edinburgh, with easy gradients to Leadburn. Beautiful scenery in the Tweed valley to Peebles and fine, open moorland views N. of that town. Milestones are measured to Edinburgh Cross-causeway from Peebles, and one or two are wrongly placed.

| Miles from<br>Edinburgh. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------|------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 43¾                      | SELKIRK .....          | ...                     | ...    | Leave Market Pl. by The Green, going downhill, (dangerous descent) passing between two ch's., crossing river and keeping straight forward ( <i>l.</i> , Route 114) then bearing sharply to <i>r.</i> with long steady rise by Sunderland and descent to Yair Br., to which turn <i>r.</i> crossing the Tweed, and turn sharp <i>l.</i> when over, with a fairly level run to Cadonfoot. Good surface. |
|                          | (Town Hall.)           |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
|                          |                        | ⚡<br>↓                  |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 41                       | Sunderland .....       | 2¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                       |
| 39¼                      | Yair Bridge .....      | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                       |

Route 118. **SELKIRK TO EDINBURGH**—*continued.*

| <i>Miles from<br/>Edinburgh.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------|--------------------------------|----------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 37 $\frac{1}{4}$                 | Cadonfoot .....                | 2                                | 6 $\frac{1}{2}$  | Keep to <i>L.</i> , crossing the Cadon Water ( <i>r.</i> , to Clovenfords) and joining the road from Galashiels on <i>r.</i> a m. further, before which avoid road leading to <i>L.</i> over the river.                                                                                                                                                                                                                         |
| 36 $\frac{1}{4}$                 | <i>Road junction</i> .....     | 1                                | 7 $\frac{1}{2}$  | Route 125 to Peebles.                                                                                                                                                                                                                                                                                                                                                                                                           |
| 23                               | Peebles .....                  | 13 $\frac{1}{4}$                 | 20 $\frac{3}{4}$ | From High St. turn <i>r.</i> up Northgate passing the Cross Keys Hotel (or Cleikum Inn) on <i>r.</i> and rly. beyond. Fairly level road out of the town with gradual rise to Redscarhead and gently undulating to Eddleston, rly. running on <i>L.</i> Very good surface.                                                                                                                                                       |
|                                  | (High Street.)                 |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 20 $\frac{1}{2}$                 | Redscarhead .....              | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 18 $\frac{1}{2}$                 | Eddleston .....                | 2                                | 25 $\frac{1}{4}$ | Keep straight forward through the village, avoiding a road to <i>L.</i> on a gradually rising gradient, keeping to <i>L.</i> at fork 2 $\frac{1}{2}$ m. out, and again to <i>L.</i> a m. further ( <i>r.</i> to Mount Lothian, etc.) to the summit of the road 5 m. from Eddleston, with descent to Leadburn, passing under rly. (sta. on <i>r.</i> ) before the inn. Variable surface about the summit, but good on the whole. |
| 13 $\frac{1}{2}$                 | Summit .....                   | 5                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 13                               | Leadburn Inn .....             | $\frac{1}{2}$                    | 30 $\frac{3}{4}$ | Route 31 to Edinburgh.                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                  | <b>EDINBURGH</b> .....         | 13                               | 43 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**SELKIRK TO EDINBURGH.** *Reverse.*—Reverse of Route 31 to Leadburn Inn, where keep forward, passing under rly. br. Keep forward also in Eddleston, avoiding a road to *r.*, unmistakable to Peebles, entering by Northgate and turning *L.* on entering High St. Reverse of Route 125 to fork at 1 $\frac{1}{4}$  m. beyond Thornielee, where keep *r.* and again bear *r.* at Cadonfoot, and *r.* over R. Tweed at Yair Br., then sharp *L.* when over. At 3 $\frac{1}{2}$  m. further bear *L.* and cross river, ascending into Selkirk and entering Market Pl. by the Green.

**ROUTE 119.****PEEBLES TO ROMANNO BRIDGE.**

Capital surface throughout, easy gradients and picturesque scenery. Forms an alternative road from Edinburgh to Peebles by following reverse of Route 31 to Romanno Br. and thence by this Route 119 (reverse), being 7 $\frac{3}{4}$  m. longer.

| <i>Miles from<br/>Romanno Br.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                     |
|-----------------------------------|--------------------------------|----------------------------------|---------------|-------------------------------------------------------------------------------------------------------------|
|                                   |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                             |
| 10 $\frac{3}{4}$                  | <b>PEEBLES</b> .....           | ...                              | ...           | Leave Peebles by crossing to <i>r.</i> at W. end of High St. the Cuddy Br., and turning <i>L.</i> when over |
|                                   | (High Street.)                 |                                  |               |                                                                                                             |

Route 119. PEEBLES TO ROMANNO BRIDGE—*continued.*

| Miles from<br>Romanno Br.          | Places on the<br>Road.                 | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------|----------------------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 9 $\frac{3}{4}$<br>8 $\frac{3}{4}$ | Neidpath Castle .....                  | 1                       |                  | ascend through the old town by a short steep gradient; a good lookout should be kept for traffic at sharp turn at end of the br. Beyond the town there is a further uphill gradient towards Neidpath Castle, having the Tweed on l.; pass branch-road to Manor (see note <i>a</i> ) on l. at d.p. Continuing forward over a gently undulating road, passing d.p. at branch-road to Stobo (see note <i>b</i> ) near Lyne rly. sta. on l. and a branch-road on r. for Eddleston (bad road) to Beggarpeth Br. where another branch-road to Stobo leaves on l. Excellent surface. |
|                                    | Manor branch-road                      | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7 $\frac{1}{4}$                    | Stobo branch-road...                   | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6 $\frac{3}{4}$<br>6 $\frac{1}{4}$ | Beggarpeth Bridge.....                 | $\frac{1}{2}$           | 4                | Keep forward, following telegraph wires and passing Lyne Ch. (one of the smallest in Scotland) and smithy on r. down an easy gradient to the br. over Lyne Water. In crossing this br. use caution as it is steep and has an awkward bend. Continue along the hill-side over an undulating road, with short rises and falls to road junction at Drochil Br. (d.p.), where turn to r. over the br. Capital surface.                                                                                                                                                            |
|                                    | Lyne Church .....                      | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5 $\frac{3}{4}$                    | Cross Lyne Water .....                 | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3 $\frac{1}{2}$                    | Road junction ...<br>(Drochil Bridge.) | 2 $\frac{1}{2}$         | 7 $\frac{1}{4}$  | Passing Drochil Castle on l. go up the valley of the Lyne Water on a good gently undulating road with easy upward trend towards Romanno Bridge. Cross the stream near Newlands Ch. just beyond which, on r., is a curious series of terraces rising, fourteen in number, to a height of 250 ft. Route 31 is joined at Romanno Bridge.                                                                                                                                                                                                                                         |
| I                                  | Newlands Church .....                  | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| $\frac{1}{2}$                      | Nobleshall .....                       | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                    | ROMANNO BRIDGE ...                     | $\frac{1}{2}$           | 10 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**PEEBLES TO ROMANNO BRIDGE. Reverse.**—Proceed down the valley of the Lyne Water crossing the stream to r. at Newlands Ch. and joining a road at right angles at Drochil Br. where turn l. following the Lyne Water and subsequently the Tweed to Peebles. Caution in old town of Peebles where street is steep and narrow. Cross Cuddy Br. into the new town (High St.).

**EDITOR'S NOTES.**—(*a*) Road in the Manor valley. This is a good road for some distance up the riverside and affords some delightful scenery, but the continuation over the hills towards St. Mary's Loch is rough and unrideable—in fact, a mere moor track. The cottage of the "Black Dwarf" (vide the Waverley Novel of that name) lies up this valley about 6 m. from Peebles. The Manor valley besides being famous for its trout fishing abounds in ancient forts and camps of considerable antiquarian interest.

(*b*) Road to Stobo, Broughton and Biggar. An undulating road to Stobo Sta., with long ascent for 2 m. beyond to Dreva, and a quick fall from that point, keeping to r. at branch-roads, with further rise and steep descent to the level before Broughton, where Route 31 is met. The continuation to Biggar is a fairly good, but very undulating road. This is the direct route. A more circuitous but easier route, avoiding the climb over Dreva hill, will be found by turning to l. at Stobo Sta., and crossing rly. and river, going over a variable surface at first, then greatly improving, through Drummelzier village, beyond which turn to r. (d.p.), having good surface; re-cross Tweed and join Route 31, turning r. towards Broughton on an excellent road. By the direct route by Dreva the distances from Peebles are: Stobo Ch., 5 $\frac{1}{2}$  m.; Stobo Sta., 6 $\frac{1}{2}$  m.; Dreva, 9 $\frac{1}{4}$  m.; Broughton, 11 $\frac{1}{4}$  m.; Biggar, 16 $\frac{1}{4}$  m. By the longer route, Drummelzier village, 9 $\frac{1}{4}$  m.; Broughton, 12 $\frac{1}{4}$  m.; Biggar, 17 $\frac{1}{4}$  m.

## ROUTE 120. PEEBLES TO LANARK.

Very easy road for 8 m. out of Peebles then very hilly towards Carnwath and undulating to Lanark. Interesting scenery up the Tweed and Lyne valleys, then monotonous. Good surface, on the whole, throughout.

| Miles from<br>Lanark. | Places on the<br>Road.       | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                      |
|-----------------------|------------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                              | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                       |
| 27 $\frac{1}{4}$      | PEEBLES .....                | ...                     | ...              | Route 119 for 7 $\frac{1}{4}$ m.                                                                                                                                                                                                                                                                                                                                      |
| 20                    | Road junction .....          | 7 $\frac{1}{4}$         | 7 $\frac{1}{4}$  | Keep forward, having Drochil Castle on r., road easy for over a m. then rising up a stiff ascent passing the policies of Castlecraig on l.; having plantation on l., bear to l., then round to r., passing Kirkurd Ch. on l. with descent to the cross-roads at Harestanes. Good surface.                                                                             |
| 17 $\frac{1}{4}$      | Kirkurd Church .....         | 2 $\frac{3}{4}$         | ...              |                                                                                                                                                                                                                                                                                                                                                                       |
| 16 $\frac{3}{4}$      | Harestanes cross-roads ..... | $\frac{1}{2}$           | 10 $\frac{1}{2}$ | Pass over Route 31 having sharp fall beyond the cross-roads and a very steep ascent for 1 m. with descent from the top of the hill to the cross-roads at Melbourne, where Route 35 is passed over. Good surface.                                                                                                                                                      |
| 14 $\frac{1}{2}$      | Melbourne cross-roads .....  | 2 $\frac{1}{4}$         | 12 $\frac{3}{4}$ | Road undulating at first then re-ascending for $\frac{3}{4}$ m. with a descent into Elsrickle. Keep forward through the village; undulating, ascending road at first with long descent to the S. Medwin Water with gradual ascent towards Newbigging and decline to the N. Medwin Water with ascent therefrom and then easy into Carnwath. Good surface on the whole. |
| 12 $\frac{3}{4}$      | Elsrickle .....              | 1 $\frac{3}{4}$         | ...              |                                                                                                                                                                                                                                                                                                                                                                       |
| 10                    | Newbigging Station ...       | 2 $\frac{3}{4}$         | ...              |                                                                                                                                                                                                                                                                                                                                                                       |
| 9 $\frac{1}{4}$       | Newbigging .....             | $\frac{1}{2}$           | ...              |                                                                                                                                                                                                                                                                                                                                                                       |
| 6 $\frac{3}{4}$       | Carnwath .....               | 2 $\frac{1}{2}$         | 20 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                       |
|                       | LANARK .....                 | 6 $\frac{3}{4}$         | 27 $\frac{1}{4}$ | Route 81 to Lanark.                                                                                                                                                                                                                                                                                                                                                   |

**PEEBLES TO LANARK. Reverse.**—Reverse of Route 81 to Carnwath. An E. end of that village keep to r., and keep again to r. at Newbigging, thence avoiding all branch-roads and passing over Route 35 at Melbourne, and Route 31 at Harestanes. Bear round to r. having Castlecraig policies on r., thence an unmistakable road down the Lyne and Tweed valleys to Peebles. Caution in old town of Peebles, narrow street and sharp descent.

## ROUTE 121. HAWICK TO KELSO.

A capital road with very good surface throughout, and no climbing to speak of until within 5 m. of Kelso. The road lies wholly in Teviotdale, and the scenery is very varied and attractive.

| Miles from<br>Kelso. | Places on the<br>Road.      | Mileage.                |        | General description of the Road.                                                         |
|----------------------|-----------------------------|-------------------------|--------|------------------------------------------------------------------------------------------|
|                      |                             | Inter-<br>medi-<br>ate. | Total. |                                                                                          |
| 21                   | Hawick<br>(Town Hall) ..... | ...                     | ...    | Proceed N. up High St. from Town Hall and keep to r. and pass under rly., with ascent to |



## Route 121.

## HAWICK TO KELSO—continued.

| Miles from Kelso. | Places on the Road.         | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------|-----------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                             | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 20                | Weensland Mills .....       | 1              |        | Trinity School on <i>r.</i> , and easy descent to Weensland woollen mills, and undulating road with downward tendency, passing junction with Route 112 at Haughhead d.p. Keep forward, with undulating road at first, then descending to a small br. and sharp rise at Spearbank cottage, then easy running to Ashybank, on <i>r.</i> , where there is a short ascent, with downhill run towards Denholm, and sharp rise into that village. Very good surface.                                                                                                                                                                                                  |
| 19½               | Road junction .....         | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 18½               | Spearbank .....             | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 17½               | Ashybank .....              | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                   | ↑                           |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 16                | Denholm (Green.) .....      | 1½             | 5      | Passing the green and Leyden monument on <i>l.</i> , bear <i>r.</i> then slightly <i>l.</i> , passing police station on <i>r.</i> , road rising out of the village, then an undulating road with downward trend to Spittal old toll house; turn <i>r.</i> , downhill, road bending to <i>l.</i> and crossing the Rule Water by narrow br. At "Guide-post Cottage" just beyond (no d.p.) keep to <i>l.</i> ( <i>r.</i> , hill-road to Jedburgh, fair surface, but with precipitous hill into Jedburgh) with ascent beyond and fairly level to Newton, after which there is a short stiffish rise, then an undulating road to Ancrum-Bridgend. Very good surface. |
| 14½               | Spittal Old Toll-house .... | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 14¼               | Guide-post Cottage .....    | ¼              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 13¾               | Newton .....                | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10¾               | Timpendean Cottages ....    | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10¼               | Ancrum-Bridgend .....       | ½              | 10½    | Keep straight forward here ( <i>l.</i> , Route 122) with easy rise to Bonjedward where keep <i>l.</i> descending to Jedfoot Br. and level rly. crossing at Jedfoot Sta.; caution, as the gates here may be closed. Beyond the rly. enter a fine avenue, known as "Crailing Entries," almost level; and broad, good road, passing over Oxnain Water to Crailing. Excellent surface.                                                                                                                                                                                                                                                                              |
| 9¾                | Bonjedward .....            | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8¾                | Jedfoot Bridge .....        | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 7                 | Crailing .....              | 1¾             | 14     | Bear round to <i>r.</i> in village then to <i>l.</i> with good undulating running for 2 m. with short rise before Kalemouth where the Kale Water is crossed. Long ascent of about 1 in 19 for ¾ m. then again undulating to Heiton. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5                 | Eckford Church .....        | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4½                | Kalemouth .....             | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2½                | Heiton .....                | 2              | 18½    | Long descent to Maxwellheugh where turn sharp <i>l.</i> down a fairly steep winding descent (care necessary at the turn and during descent) passing over the Tweed at Kelso Br. and rising into the town to the Sq. Capital surface.                                                                                                                                                                                                                                                                                                                                                                                                                            |
| ½                 | Maxwellheugh .....          | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| ¼                 | Kelso Bridge .....          | ¼              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                   | KELSO .....                 | ¼              | 21     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                   | (Square.)                   |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**HAWICK TO KELSO. Reverse.**—Leaving Sq. at S.E. end and crossing Kelso Br. turn sharp *r.* at Maxwellheugh on ascent beyond; unmistakable road to Bonjedward where keep *r.* at fork. Bear *r.* over Rule Water beyond "Guide-post Cottage" pass straight through Denholm, having the green on *r.*, and keeping to *r.* beyond, then a straight-forward road into Hawick.



# ROUTE 122. JEDBURGH TO GALASHIELS.

Very good undulating road to Ancrum, then hilly to Newtown St. Boswells, and very steep by the Eildon Hills over to Melrose, and again undulating to Galashiels. The alternative road between Newtown St. Boswells and Galashiels—Route 131 to Leaderfoot, and 129 to Galashiels—is much easier, but not so direct. The road is an attractive one throughout, the views from Eildon being very fine. It is unnecessary here to sing the praises of that delightful district of which Melrose is the centre; all lovers of Scott know it practically by heart.

| Miles from Galashiels. | Places on the Road.                     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------|-----------------------------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 16½                    | JEDBURGH<br>(Market.)                   | ...            | ...    | Leaving the Market Pl. go straight through the town in a northerly direction with descent to the Jed Water and re-cross river ½ m. further to L., passing rly. sta. on r. with slight decline at first then a rise to the road-triangle at Bonjedward where turn to L. (straight on, Route 121) descending to Ancrum-Bridgend where turn r. crossing over R. Teviot and passing Ancrum village on L. Very good surface.                                 |
| 15¾                    | Jedburgh Station                        | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 14½                    | Bonjedward                              | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 13¼                    | Ancrum-Bridgend                         | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12¾                    | [Ancrum]<br>(Road-end.)                 | ½              | 3¾     | Keep forward, ascend long, fairly steep hill to the battlefield of Ancrum Moor (1545) and Lilliards-edge at the hilltop from which point a fine view of the surrounding country is to be had; thence a long, fairly steep, undulating downhill run, passing rly. to cross-roads at St. Boswells Green (d.p.) where Route 126 is passed.                                                                                                                 |
| 10½                    | Lilliardsedge                           | 2¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                        | ↓                                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                        | ↓                                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8                      | St. Boswells Green<br>[Dryburgh Abbey.] | 2½             | 8½     | Going straight on, road ascends at first and falls and re-ascends before Newtown St. Boswells, with short descent into that village. Good surface.                                                                                                                                                                                                                                                                                                      |
| 6¾                     | Newtown St. Boswells                    | 1¼             | 9¾     | Keep straight forward, pass rly. and ascend towards branch-roads where turn sharp L. (straight on, Route 131) up a steep ascent of about 1 in 14 from the top of which there is a very steep dip to the unbridged Bogle Burn, and an equally steep rise on the other side; long descent, rather sharp at first, towards Melrose, crossing rly. and turning L. to the town, then r. on entering to Market Pl. Fair surface, roughish on the steep hills. |
| 6¼                     | Branch-roads                            | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5¾                     | ↑ Eildon                                | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                        | ⌄                                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5½                     | ↑ Bogle Burn Ford                       | ¼              |        | Bear to L. from Market Pl. and keep to r. at fork beyond, descending to the Tweed, which cross to r. and turn L. when over, with rise and fall to the Allan Water (in the valley of which, to r., stands the Glendearg Tower of Sir Walter Scott's "Monastery"). Long uphill pull for over a m., with descent to Galashiels where turn L. over rly. near sta. to Market Pl. Very good road.                                                             |
|                        | ↓                                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4                      | Melrose<br>(Cross.)                     | 1½             | 12½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3                      | [Darnick]                               | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2¾                     | Melrose Bridge                          | ¼              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2                      | Cross Allan Water                       | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                        | Galashiels<br>Market Place.)            | 2              | 16½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**JEDBURGH TO GALASHIELS.** *Reverse.*—Leaving Market Pl. cross rly. near sta., and turn *r.* on meeting road at right angles beyond. At  $2\frac{1}{2}$  m. further cross Tweed to *r.*, and turn *l.* when over towards Melrose. On entering Market Pl. bear *r.* and before rly. turn *l.*, having rly. on *r.* at first, then crossing it. Beware of dangerous descent to the open Bogle Burn. Turn sharp *r.* on the descent from Eildon, and pass under rly. before entering Newtown St. Boswells. Keep straight on a cross-road at St. Boswells Green and at Ancrum-Bridgend turn *l.* on meeting Route 121. Bear round to *r.* at Bonjedward, cross R. Jed near Jedburgh rly. sta., and bear *r.* when over, re-crossing river before entering the town.

**EDITOR'S NOTE.**—Dryburgh Abbey may be reached by turning *r.*  $\frac{3}{4}$  m. beyond St. Boswells Green, down a lane to the Tweed, crossed here by a suspension foot-bridge. Fee sixpence each person: apply at the lodge.

## ROUTE 123. HAWICK TO ANCRUM.

(Via Lilliesleaf).

A very undulating, typical "country road" with a number of awkwardly sharp turns and bends: surface very variable, loose and rather rough in parts but improving towards Ancrum. The attractive little village of Lilliesleaf is charmingly situated, and to the S.W. of the village lie the beautiful grounds of Riddell—"Ancient Riddell's fair domain."

| Miles from Ancrum. | Places on the Road.                      | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------|------------------------------------------|-----------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                          | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 15 $\frac{1}{4}$   | Hawick .....<br>(Town Hall.)<br>↑        | ...             | ...             | From Town Hall proceed N. along High St. and at fork bear <i>l.</i> along Bridge St., pass rly. sta. on <i>r.</i> and ascend towards Wilton cemetery gate where keep forward following telegraph posts up steep ascent to d.p. where bear to <i>r.</i> leaving telegraph wires ( <i>l.</i> , Route 110). Undulating road with upward trend. Keep straight on at cross-roads at Appletreehall to Clarilaw School and farmhouse where turn <i>l.</i> then <i>r.</i> with easy winding ascent to summit at Horsleyhill. Indifferent surface.                                                                                                                                       |
| 14 $\frac{1}{4}$   | Wilton Cemetery .....<br>↑               | I               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 14                 | Fork-roads .....<br>↑                    | $\frac{1}{4}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 13                 | Appletreehall .....<br>↑                 | $\frac{3}{4}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 12 $\frac{1}{4}$   | Clarilaw.....<br>↑                       | $\frac{3}{4}$   |                 | Steep, narrow descent—caution necessary—then an undulating road towards Hassendean with turn to <i>l.</i> over a small br., passing farm on <i>r.</i> and turning <i>l.</i> with pond on <i>l.</i> (straight on, to Hassendean rly. sta., Minto and Denholm). Rise and fall and re-ascent to Newlands farm where bear to <i>r.</i> and at the cross-road turn <i>l.</i> ascending to Cotfield gate and Harelaw, road descending to Lilliesleaf; at plantation, on <i>r.</i> , descent becomes fairly steep—care required. On entering Lilliesleaf at W. end opposite Cross Keys Inn turn <i>r.</i> through centre of village to Post Office. Poor surface; rough road in parts. |
| 11 $\frac{1}{2}$   | Horsleyhill .....<br>↓                   | $\frac{3}{4}$   | 3 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10 $\frac{1}{4}$   | Hassendean .....<br>↓                    | 1 $\frac{1}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9 $\frac{1}{2}$    | Newlands .....<br>↓                      |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8 $\frac{1}{4}$    | Cotfield .....<br>↓                      | 1 $\frac{1}{4}$ |                 | Keep straight forward out of village eastwards, passing Parish Ch. on <i>r.</i> and d.p. at branch-roads turn <i>r.</i> on undulating road, downward tendency; turn sharp <i>l.</i> about $\frac{1}{2}$ m. further passing Bewlie Mains on <i>l.</i> , and turn sharply to                                                                                                                                                                                                                                                                                                                                                                                                      |
| 8                  | Harelaw.....<br>↓                        | $\frac{1}{4}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6 $\frac{1}{2}$    | Lilliesleaf .....<br>(Post Office.)<br>↓ | 1 $\frac{1}{2}$ | 8 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6                  | Branch-roads .....<br>↓                  | $\frac{1}{2}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5 $\frac{1}{2}$    | Bewlie Mains .....<br>↓                  | $\frac{1}{2}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

## Route 123.

**HAWICK TO ANCRUM**—continued.

| <i>Miles from Ancrum.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |              | <i>General description of the Road.</i>                                                                                                                                                                                                                                      |
|---------------------------|----------------------------|-----------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                            | <i>Inter-mediate.</i> | <i>Total</i> |                                                                                                                                                                                                                                                                              |
|                           |                            |                       |              | <i>r.</i> at nearly a m. further still, with undulating road to Belses Rly. Sta. before which bear to <i>L.</i> , then to <i>r.</i> passing under rly. Variable surface.                                                                                                     |
| 3½                        | Belses Railway Station     | 2                     | 11½          | Easy rise for ¼ m. then undulating, on improving surface by Pinnacle (farm on <i>L.</i> , cottages on <i>r.</i> ) where keep forward, with rising gradient on the whole from Ashieburn to Kirklands Lodge and good downhill run into Ancrum. Better surface from Belses Sta. |
| 2½                        | Pinnacle .....             | 1                     |              |                                                                                                                                                                                                                                                                              |
| 1½                        | Ashieburn .....            |                       | 1            |                                                                                                                                                                                                                                                                              |
| ½                         | Kirklands Lodge .....      | 1                     |              |                                                                                                                                                                                                                                                                              |
|                           | <b>ANCRUM</b> .....        | ½                     | 15½          | (Route 122 is joined at Ancrum road-end just over the Ale Water, E. of village).                                                                                                                                                                                             |
|                           | (Cross.)                   |                       |              |                                                                                                                                                                                                                                                                              |

**HAWICK TO ANCRUM (VIA LILLIESLEAF).** *Reverse.*—Leave by W.-end of village; pass under rly. at Belses Sta. bear *L.*, then *r.*, and a m. further turn sharp *L.* and sharp *r.* in another m., then again to *L.* at d.p. into Lilliesleaf. Opposite Cross Keys Inn at W. end of village, turn sharp *L.* uphill, and at cross-roads turn *r.* towards Newlands farm where turn sharp *L.* Having pond on *r.* at Hassendean bear round to *r.*, turn *L.* for a few yds., then again *r.* almost immediately, crossing the burn and bearing *r.* when over. Winding road to Clarilaw where turn first to *L.* then to *r.* and pass over a cross-road at Appletreehall. Join Route 110 where telegraph wires are met, thence into Hawick as in reverse of that route.

**ROUTE 124. MELROSE TO SELKIRK.**

(Via Abbotsford.)

This road affords direct access to Abbotsford House, to which admission may be obtained, at a fee of one shilling each, every lawful day from May to September inclusive, from 10 a.m. to 5 p.m.

| <i>Miles from Selkirk.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------|----------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                               |
| 7½                         | <b>MELROSE</b> .....       | ...                   | ...           | From Market Pl. bear to <i>L.</i> downhill, following telegraph posts; at top of next incline keep to <i>r.</i> downhill, with turn to <i>L.</i> at foot and further slight rise, passing Hydropathic on <i>r.</i> and road to Darnick on <i>L.</i> ; at ¼ m. beyond keep to <i>L.</i> , cross rly. with one or two long rises and falls towards Abbotsford on <i>r.</i> Fairly good surface. |
|                            | (Cross.)                   |                       |               |                                                                                                                                                                                                                                                                                                                                                                                               |
| 6½                         | Darnick .....              | 1                     |               |                                                                                                                                                                                                                                                                                                                                                                                               |
| 4½                         | Abbotsford House .....     | 2                     | 3             | Fairly level road at first, then long descent, rather sharp at middle portion; turn <i>L.</i> at foot, ascending, passing road on <i>r.</i> to Abbotsford Ferry, then an undulating road towards Lindean sta., before which rly. is crossed and Route 110                                                                                                                                     |
|                            | ↓                          |                       |               |                                                                                                                                                                                                                                                                                                                                                                                               |
| 2                          | Lindean Station .....      | 2½                    |               |                                                                                                                                                                                                                                                                                                                                                                                               |

## Route 124.

## MELROSE TO SELKIRK—continued.

| Miles from<br>Selkirk. | Places on the<br>Road.  | Mileage.                |        | General description of the Road.                                                                                                                                          |
|------------------------|-------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                         | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                           |
|                        | SELKIRK<br>(Town Hall.) | 2                       | 7½     | joined; bear <i>l.</i> passing sta. on <i>l.</i> Fairly level for 1½ m.; bear <i>l.</i> up steep ascent into Selkirk. Very fair surface to Lindean, then good to Selkirk. |

**MELROSE TO SELKIRK. Reverse.**—Proceed as in Route 110 to Lindean sta., where turn to *r.* and keep to *r.* again beyond Abbotsford, cross rly. and bear *r.*, passing Hydropathic on *l.*, ascending into Melrose.

## ROUTE 125. GALASHIELS TO PEEBLES.

One of the most delightful runs in Scotland. The road is a capital one throughout and lies amid very attractive surroundings, following the Tweed valley for over 13 m.

| Miles from<br>Peebles. | Places on the<br>Road.                   | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                      |
|------------------------|------------------------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                          | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                       |
| 18½                    | Galashiels .....<br>(Market Place.)<br>↑ | ...                     | ...    | From Market Pl. proceed westward by Channel St. and Bank St. to High St., keeping straight forward with stiffish rise beyond the town, and passing under rly., with further ascent then undulating, to Clovenfords. Good surface.                                                                                                     |
| 15                     | Clovenfords .....<br>↑                   | 3½                      | 3½     | Pass over cross-roads, keeping well to <i>r.</i> , and passing under rly. and over Cadon Water with fairly steep ascent beyond, and long downhill run, going again under rly., to junction with Route 118, on <i>l.</i> Good surface.                                                                                                 |
| 13½                    | Road junction .....<br>↓                 | 1¾                      | 5      | Easy gradual rise to Thornielee where turn <i>r.</i> under rly., then <i>l.</i> , with fine fairly level stretch, with rly. and river on <i>l.</i> , to Hoylee House, beyond which Peebles-shire is entered at br. over the Glenhopeknowe Burn. Gradually ascending road for a m. then easy running to Walkerburn. Very good surface. |
| 12                     | Thornielee Station .....                 | 1¼                      |        |                                                                                                                                                                                                                                                                                                                                       |
| 10½                    | Hoylee .....                             | 1½                      |        |                                                                                                                                                                                                                                                                                                                                       |
| 10                     | County Boundary .....                    | ½                       |        |                                                                                                                                                                                                                                                                                                                                       |
| 8½                     | Walkerburn .....                         | 1¾                      | 10     | Long gradual rise from the village with descent and easy re-ascent before Innerleithen. (For road to <i>r.</i> up the valley of the Leithen Water, see note.)                                                                                                                                                                         |
| 7                      | Pirn .....                               | 1¼                      |        |                                                                                                                                                                                                                                                                                                                                       |
| 6½                     | Innerleithen .....                       | ½                       | 11½    | Keep straight forward through the town, passing junction with Route 115 beyond, on <i>l.</i> ; thence a fine, undulating road with high hills on <i>r.</i> and the Tweed on <i>l.</i> , running in long straight stretches towards Peebles. Excellent surface.                                                                        |
| 3½                     | Nether Horsburgh .....                   | 3                       |        |                                                                                                                                                                                                                                                                                                                                       |
| 3                      | Over Horsburgh .....                     | ½                       |        |                                                                                                                                                                                                                                                                                                                                       |
|                        | PEEBLES .....<br>(High Street.)          | 3                       | 18½    |                                                                                                                                                                                                                                                                                                                                       |

**GALASHIELS TO PEEBLES.** *Reverse.*—Leaving High St. due eastwards and passing Hydro-pathic on *l.* an unmistakable road down Tweedside for  $13\frac{1}{4}$  m. where, at fork bear *l.* ascending under rly. Keep straight forward over cross-roads at Clovenfords to Galashiels, passing and re-passing the rly.

**EDITOR'S NOTE.**—Road up the Leithen Valley. This road, going due N. from Innerleithen is good for about 6 m. up the valley, then becomes loose and bad and degenerates into an unused moor-road. At  $3\frac{1}{4}$  m. from Innerleithen it bends round to *r.*, and after passing some outlying farms goes up a rugged valley descending beyond and again rising (summit at 1260 ft.) round a hill-shoulder, falling eventually towards junction with Route 110, surface improving somewhat, latterly. The views, ahead, from the higher parts of this road are exceptionally fine. Distance from end to end,  $15\frac{1}{2}$  m.

## ROUTE 126. KELSO TO SELKIRK.

A very good undulating road to St. Boswell's Green, and hilly over the summit to Kelso. On the whole this road is preferable in reverse direction, the gradients being then nearly all in the riders' favour. Dryburgh Abbey may be reached from St. Boswell's Green (see note to Route 122). The views on this route are magnificent.

| Miles from<br>Selkirk. | Places on the<br>Road.  | Mileage.                |                 | General description of the Road.                            |
|------------------------|-------------------------|-------------------------|-----------------|-------------------------------------------------------------|
|                        |                         | Inter-<br>medi-<br>ate. | Total.          |                                                             |
| 19                     | <b>KELSO</b> .....      | ...                     | ...             | Leaving S. from the square proceed down to the              |
|                        | (Square.)               |                         |                 | Tweed br., turning sharp <i>r.</i> when over, with          |
| $18\frac{3}{4}$        | Kelso Bridge .....      | $\frac{1}{4}$           |                 | river on <i>r.</i> ( <i>l.</i> , Route 121); having wall of |
| 8                      | Teviot Bridge .....     | $\frac{3}{4}$           |                 | Springwood House on <i>l.</i> , turn to <i>r.</i> over R.   |
| $17\frac{1}{2}$        | Roxburgh Castle .....   | $\frac{1}{2}$           |                 | Teviot and bear round to <i>l.</i> , passing Roxburgh       |
|                        | (Site of)               |                         |                 | Castle on <i>l.</i> ; gently undulating from Kelso.         |
| $15\frac{1}{2}$        | Trows Farm .....        | 2                       |                 | Ascent beyond the castle, keep to <i>r.</i> where roads     |
|                        |                         |                         |                 | divide ( <i>l.</i> to Roxburgh Sta.). Undulating with       |
|                        |                         |                         |                 | upward trend to Trows Farm and descending                   |
|                        |                         |                         |                 | into hollow opposite Makerston House (on <i>r.</i> ).       |
|                        |                         |                         |                 | Where road again divides bear to <i>r.</i> Proceed          |
|                        |                         |                         |                 | down through wood passing a road on <i>l.</i> to            |
|                        |                         |                         |                 | Rutherford Sta. At the mill bear round to <i>l.</i> up      |
| $11\frac{3}{4}$        | Schoolhouse .....       | $3\frac{3}{4}$          |                 | a long incline past schoolhouse to Maxton. Very             |
|                        |                         |                         |                 | good surface.                                               |
| $10\frac{1}{2}$        | MAXTON .....            | $1\frac{1}{4}$          | $8\frac{1}{2}$  | At W. end of village turn sharp <i>r.</i> , downhill,       |
| $9\frac{1}{2}$         | Greycrook .....         | 1                       |                 | crossing two ravines, to Greycrook, where turn              |
|                        |                         |                         |                 | to <i>l.</i> and forward to St. Boswell's Green (d.p.),     |
|                        |                         |                         |                 | where Route 122 is crossed. Capital surface.                |
| $8\frac{3}{4}$         | St. Boswell's Green ... | $\frac{3}{4}$           | $10\frac{1}{4}$ | Proceed straight on, passing end of foxhound                |
|                        | ↑                       |                         |                 | kennels, ascent becoming much steeper with not              |
| 6                      | Bowdendamhead .....     | $2\frac{3}{4}$          |                 | so good a surface; pass cross-roads and keep                |
| $2\frac{1}{4}$         | Summit .....            | $3\frac{3}{4}$          |                 | forward to Bowdendamhead and old toll. Easy                 |
|                        | ↓                       |                         |                 | for a short distance, then re-ascending fairly              |
| $\frac{1}{2}$          | Selkirk Old Toll .....  | $1\frac{3}{4}$          |                 | steeply to summit with long quick descent towards           |
|                        | <b>SELKIRK</b> .....    | $\frac{1}{2}$           | 19              | Selkirk. At Selkirk Old Toll turn sharp <i>r.</i> into      |
|                        | (Town Hall.)            |                         |                 | the town. Fair surface.                                     |

**KELSO TO SELKIRK.** *Reverse.*—Leave town by Tower St. and keep to *l.* at Selkirk Old Toll, thence a straight forward road to Kelso, avoiding all smaller branch and cross-roads, and turning to *l.* over Kelso Br. into the town.



## ROUTE 127. KIRK YETHOLM TO JEDBURGH.

Forms a connection with Route 437, Vol. III. A fairly good, hilly road to beyond Morebattle; some fine scenery on the Cheviotside. Kirk Yetholm was once celebrated as the abode of the Romany King and is still inhabited by the descendants of the Gipsies.

| <i>Miles from Jedburgh.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------|----------------------------|-----------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 15 $\frac{1}{4}$            | KIRK YETHOLM .....         | ...                   | ...              | Leave village in a S.W. direction having ch. on <i>r.</i> and cross the Bowmont Water into Town Yetholm, in which turn sharp <i>l.</i> , keeping well to <i>l.</i> through centre of village, then forward, bearing to <i>r.</i> at fork near Primside Mill with winding ascent to Dykeside and fairly steep descent to the Kale Water. Keep to <i>r.</i> when over br. and then to <i>l.</i> with slight rise to Morebattle. Fairly good surface. |
| 14 $\frac{3}{4}$            | Town Yetholm.....          | $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 13 $\frac{3}{4}$            | Primside Mill .....        | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 13                          | Primside .....             | $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                             |                            |                       |                  | Keep forward through village, avoiding road to <i>l.</i> , with descent beyond, then undulating down the valley of the Kale to junction with Route 121 near Eckford Ch. Bear sharp <i>l.</i> ; thence as in Route 121 (reverse) to Bonjedward and Route 122 (reverse) to Jedburgh. Fairly good surface to road junction, then capital.                                                                                                             |
| 11 $\frac{1}{2}$            | Cross Kale Water .....     | 1 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 10 $\frac{3}{4}$            | Morebattle .....           | $\frac{3}{4}$         | 4 $\frac{1}{2}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 8 $\frac{1}{4}$             | Marfield .....             | 2 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6 $\frac{1}{4}$             | Road junction .....        | 2 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                             | (Eckford Church.)          |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4 $\frac{1}{4}$             | Crailing .....             | 2                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2 $\frac{1}{2}$             | Jedfoot Bridge.....        | 1 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2                           | Bonjedward .....           | $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                             | JEDBURGH .....             | 2                     | 15 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                             | (Market.)                  |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**KIRK YETHOLM TO JEDBURGH.** *Reverse.*—Route 122 to Bonjedward and Route 121 to Eckford Ch. where, at road junction, turn sharp *r.* to Morebattle, up the Kale valley. Bear to *l.* beyond village, then *r.*, and again to *l.*, crossing the Kale Water, and bearing to *r.* when over. Towards N.E. end of Town Yetholm turn to *r.*, passing ch. on *r.* and crossing br. to Kirk Yetholm.

**EDITOR'S NOTE.**—Before crossing the Kale Water (in the forward journey) a hilly road, but with fair surface, leaves on *r.* for Kelso (7 $\frac{1}{2}$  m.) by Cowdens and Huntershall; and to *l.* over the br. a road goes southwards to Hounam (4 m.) of a like nature to the Kelso branch. Fine hill scenery in the Kale valley.

## ROUTE 128. KIRK YETHOLM TO KELSO.

See summary to Route 127. A very hilly road with fair surface; fine views of the lower ground and vale of Tweed from the summit.

| <i>Miles from Kelso.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                         |
|--------------------------|----------------------------|-----------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                 |
| 8 $\frac{1}{4}$          | KIRK YETHOLM .....         | ...                   | ...           | Having ch. on <i>r.</i> leave at S.W. end of village and cross br. into Town Yetholm, in which turn to <i>r.</i> ( <i>l.</i> , Route 127) to road junction where bear <i>l.</i> |
| 7 $\frac{3}{4}$          | Town Yetholm.....          | $\frac{1}{2}$         |               |                                                                                                                                                                                 |
| 7 $\frac{1}{2}$          | Road junction .....        | $\frac{1}{4}$         |               |                                                                                                                                                                                 |

Route 128. **KIRK YETHOLM TO KELSO**—*continued.*

| Miles from Kelso. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                          |
|-------------------|---------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                           |
| 4                 | Summit.....         | 3½             |        | Fairly level for over a m. then ascending long hill towards summit with sharp fall beyond for 1 m., followed by ½ m. of ascending road and long downhill run by Kelso Sta. towards Maxwellhaugh, where the hill becomes steeper and must be carefully ridden. Winding descent to Kelso Br., where R. Tweed is crossed before entering town. Fair surface. |
| 3½                | Blake's law .....   | ½              |        |                                                                                                                                                                                                                                                                                                                                                           |
| 2½                | Road junction ...   | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                           |
| ¾                 | Kelso Station ..... | 1½             |        |                                                                                                                                                                                                                                                                                                                                                           |
| ½                 | Maxwellhaugh .....  | ¼              |        |                                                                                                                                                                                                                                                                                                                                                           |
| ¼                 | Kelso Bridge .....  | ¼              |        |                                                                                                                                                                                                                                                                                                                                                           |
|                   | KELSO .....         | ¼              | 8¼     |                                                                                                                                                                                                                                                                                                                                                           |
|                   | (Square.)           |                |        |                                                                                                                                                                                                                                                                                                                                                           |

**KIRK YETHOLM TO KELSO.** *Reverse.*—Leave Square, descending to Kelso Br., at end of which keep up to L. and straight forward in Maxwellhaugh (r., Route 121; L. to Sprouston), and to r. at fork 2¼ m. from Kelso. At 2 m. beyond summit keep to L. and turn r. at road junction before Town Yetholm into that village, then to L. over br. to Kirk Yetholm.

**ROUTE 129. KELSO TO GALASHIELS.**

A hilly road, narrow in parts, with fairly good surface. The better road between Kelso and Melrose is by Route 126 to St. Boswell's Green and Route 131 to Leaderfoot, and at Melrose Br. by reverse of Route 122 to the town. The tower of Smailholm (*vide* Scott's "Eve of St. John") lies over to L. before county boundary.

| Miles from Galashiels. | Places on the Road.   | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------|-----------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                       | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 16½                    | KELSO .....           | ...            | ...    | Leave by Bowmont St., keeping to L. and having the policies of Floors Castle on L.; keep to L. where roads fork and again to L. ½ m. further. Ascent from Kelso to first fork then downhill to next turn, beyond which road re-ascends, is slightly downhill for another ½ m., and rises up a long slope, passing over a cross-road on the hill, for over a m., then re-ascends, with upward trend, to Smailholm. Very fair surface. |
|                        | (Square.)             |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 15½                    | Fork-roads .....      | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 15                     | Branch-roads .....    | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 13                     | ↑ Cross-roads .....   | 2              |        | Bear round to L. in village, and keep to L. where roads fork (r., Route 130) over an undulating road, with fairly good surface towards Leaderfoot, and steep and dangerous descent to the cross-roads.                                                                                                                                                                                                                               |
| 10½                    | Smailholm.....        | 2½             | 6      |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 8½                     | County Boundary ..... | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7¼                     | Craig House .....     | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                        | ↓                     |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5¾                     | Leaderfoot .....      | 1½             | 10¾    | Keep straight forward, passing under rly. and ascending through a wooded cutting for ¼ m.; at the top of the slope a beautiful view lies in                                                                                                                                                                                                                                                                                          |
|                        | (Cross-roads.)        |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## Route 129.

**KELSO TO GALASHIELS**—*continued.*

| <i>Miles from<br/>Galashiels.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                |
|-----------------------------------|--------------------------------|----------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                        |
| 3 $\frac{3}{4}$                   | Gattonside.....                | 2                                | 12 $\frac{3}{4}$ | front, of Tweedside, Melrose, the Eildon Hills, and the hills above Ettrickdale. Descent, on good surface, towards Gattonside; road narrow. Go straight forward through village, past Gattonside House, down to junction with Route 122 at old toll-house at Melrose Br. Good surface. |
| 2 $\frac{3}{4}$                   | Melrose Bridge .....           | 1                                | 13 $\frac{3}{4}$ | Route 122 to Galashiels.                                                                                                                                                                                                                                                               |
|                                   | Galashiels .....               | 2 $\frac{3}{4}$                  | 16 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                        |

**KELSO TO GALASHIELS.** *Reverse.*—Reverse of Route 122 to Melrose Br., where at old toll-house at north end of br. keep straight on through Gattonside. Pass under rly. before Leaderfoot, where keep forward up stiff slope. In Smailholm bear round to r. and 4 $\frac{1}{4}$  m. further turn to r. towards Kelso.

**ROUTE 130. KELSO TO LAUDER.**

(Via Earlston.)

Hilly to Earlston, then very fine road with easy gradients to Lauder. The road on the opposite side of the river between Earlston and Lauder is hilly, but has a very fair surface.

| <i>Miles from<br/>Lauder.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                          |
|-------------------------------|--------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                  |
| 19                            | <b>KELSO</b> .....             | ...                              | ...           | Route 129 to Smailholm.                                                                                                                                                                                                                                                                                                          |
|                               | (Square)                       |                                  |               |                                                                                                                                                                                                                                                                                                                                  |
| 13                            | Smailholm.....                 | 6                                | 6             | Keep to r. at fork in the village, down long descent with undulating rise beyond, during which turn sharp $\angle$ and to sharp r. $\frac{1}{4}$ m. further. Undulating fall towards Earlston, turning to r. where roads meet and passing under rly. with sharp short decline of 1 in 18 to level before Earlston. Fair surface. |
|                               |                                |                                  |               |                                                                                                                                                                                                                                                                                                                                  |
| 7                             | Earlston .....                 | 6                                | 12            | At cross-roads at W. end of the town turn r. and keep straight forward on an ascending road up the valley of the Leader Water, with long gradual undulations, chiefly rising, to Lauder. Very good road.                                                                                                                         |
|                               | (High Street.)                 |                                  |               |                                                                                                                                                                                                                                                                                                                                  |
| 4 $\frac{1}{2}$               | Birkenside .....               | 2 $\frac{1}{2}$                  |               |                                                                                                                                                                                                                                                                                                                                  |
| 3 $\frac{1}{4}$               | Cross Leader Water .....       | 2 $\frac{1}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                  |
|                               | <b>LAUDER</b> .....            | 3 $\frac{1}{4}$                  | 19            |                                                                                                                                                                                                                                                                                                                                  |
|                               | (Town Hall.)                   |                                  |               |                                                                                                                                                                                                                                                                                                                                  |

**KELSO TO LAUDER.** *Reverse.*—Keep to r. beyond the village, cross stream, and bear to  $\angle$  at fork. Take middle road of the three before crossing the Leader Water, having river on r. to Earlston. Turn  $\angle$  into that town, having rly. on r. when leaving; pass under rly. and at cross-roads turn to r. At 2 m. beyond turn sharp  $\angle$  then sharp r.  $\frac{1}{4}$  m. further; reverse of Route 129 from Smailholm.

# ROUTE 131. NEWTOWN ST. BOSWELLS TO LAUDER.

Long undulations throughout, the stiffest rise being for  $\frac{1}{2}$  m. beyond Leaderfoot; the rest are easy gradients and the surface very good. Very picturesque surroundings at Tweedside and in the Leader Valley.

| Miles from<br>Lauder. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                       |
|-----------------------|------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                        |
| 11½                   | NEWTOWN ST. BOSWELLS   | ...                     | ...    | Pass under rly. near sta., having rly. then on r.; where roads divide keep to r. (L., Route 122) on a gradually ascending road for $\frac{1}{2}$ m., after which road descends a long hill, crossing over rly., towards Leaderfoot, before which the Tweed is crossed, and the rly. viaduct passed on L. Good surface. |
| 9½                    | Leaderfoot .....       | 2                       | 2      | Keep straight on over cross-roads (r. and L., Route 129) up a long ascent, stiffish at first, then easier, having rly. on L. and the Leader Water on r.                                                                                                                                                                |
| 9                     | Drygrange .....        | ½                       |        | Short level stretch, then descending; keep to r. at branch-roads (L., road to Lauder on W. side of valley; hilly, but with very fair surface). Pass under rly. and cross river to Earlston, keeping straight on, town lying on r. Capital surface.                                                                     |
| 7                     | Earlston .....         | 2                       | 4½     | Route 130 to Lauder.                                                                                                                                                                                                                                                                                                   |
|                       | LAUDER .....           | 7                       | 11½    |                                                                                                                                                                                                                                                                                                                        |

**NEWTOWN ST. BOSWELLS TO LAUDER. Reverse.**—Reverse of Route 130 to Earlston, where instead of entering the town to L. keep straight on and cross the river, and pass rly. Keep forward over cross-roads at Leaderfoot, thence unmistakable to Newtown St. Boswells.

# ROUTE 132. KELSO TO LAUDER.

(Via Gordon.)

A very hilly road but having good surface. The good views of the surrounding country obtainable from some of the higher points offer some compensation for the labours of hill climbing.

| Miles from<br>Lauder. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                              |
|-----------------------|------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                               |
| 17½                   | KELSO .....            | ...                     | ...    | Leave by Bowmont St., keeping to L. and having the grounds of Floors Castle on L.; keep to L. |
| 16½                   | (Square.)              |                         |        | at fork and go straight forward at $\frac{1}{2}$ m. further                                   |
| 16½                   | Fork-roads .....       | 1                       |        | (L., Routes 129 and 130). After two longish                                                   |
| 16                    | Branch-roads .....     | ½                       |        |                                                                                               |

## Route 132.

## KELSO TO LAUDER—continued.

| Miles from<br>Lauder. | Places on the<br>Road.   | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------|--------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                          | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                       | ↑                        |                         |                  | ascents there is a quick fall to a br. with re-<br>ascent to Nenthorn, into which bear to <i>r.</i> passing<br>ch. on <i>L.</i> Good surface.                                                                                                                                                                                                                                                                  |
| 13 $\frac{3}{4}$      | Nenthorn .....           | 2 $\frac{1}{4}$         | 3 $\frac{3}{4}$  | Long stiff climb from the village, road bearing<br>round to <i>r.</i> at $\frac{3}{4}$ m., with fairly steep descent,<br>beyond the-hill-top, for another $\frac{3}{4}$ m. to the Eden<br>Water; at branch-roads at Whitehill keep to <i>r.</i> ,<br>ascending, with subsequent downhill run on a<br>gradient of about 1 in 10, followed by a gradual<br>ascent towards West Gordon on fairly good<br>surface. |
| 11 $\frac{3}{4}$      | Cross Eden Water .....   | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 11 $\frac{1}{4}$      | Whitehill .....          | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9 $\frac{1}{4}$       | West Gordon .....        | 2                       | 8 $\frac{1}{4}$  | Keep straight on at cross roads, passing rly., on<br>(Cross-roads.) an undulating road for 2 m. to a small br. from<br>which there is a stiff climb up Deanbrae (1 in 17),<br>from the head of which the road falls at first<br>then re-ascends gradually with decline towards<br>Whitburn Inn, where Routes 135 and 144 are<br>joined. Good surface on the whole; variable<br>on the hills.                   |
| 8 $\frac{3}{4}$       | West Gordon Station...   | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 $\frac{1}{2}$       | ↑<br>Blawearie .....     | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 $\frac{1}{2}$       | Whiteburn Inn.....       | 2                       | 13               | Keep straight forward, road fairly level at first then<br>descending to the Brunta Burn, and again rising<br>by Thirlestane; near top of hill keep to <i>L.</i> ( <i>r.</i> ,<br>hilly, fair road to Carfraemill Inn) down long<br>descent to the Leader Water, where, on meeting<br>Route 130, turn sharp <i>r.</i> to Lauder. Fairly good<br>surface.                                                        |
| 2 $\frac{3}{4}$       | Thirlestane .....        | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2                     | High Cross .....         | $\frac{1}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                       | ↓                        |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |
| $\frac{3}{4}$         | Cross Leader Water ..... | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                       | LAUDER .....             | $\frac{3}{4}$           | 17 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                       | (Town Hall.)             |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                |

**KELSO TO LAUDER. Reverse.**—At  $\frac{1}{2}$  m. out turn sharp *L.* and cross the Leader Water; keep to *r.*, forward, at Whiteburn Inn and pass straight on at West Gordon (cross-roads) and at 2 m. further keep to *L.* On joining Route 133 at 2 m. beyond Nenthorn turn *r.* towards Kelso.

## ROUTE 133. KELSO TO GREENLAW.

(Via Stichill.)

A hilly, narrow cross-country road with indifferent surface; m.s.'s. irregular. At fork beyond Kelso, d.p. announces Greenlaw as 9 m. away, whereas, by the road detailed below, it is 8 m. M.s.'s. correct to Stichill; then they disappear. Some very fine views near Hume Castle.

| Miles from<br>Greenlaw. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                 |
|-------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                  |
| 9                       | KELSO .....            | ...                     | ...    | Leave by Bowmont St., keeping to <i>L.</i> and having<br>(Square.) the Floors Castle grounds on <i>L.</i> ; bear to <i>r.</i> at |



Route 133. **KELSO TO GREENLAW**—*continued.*

| Miles from Greenlaw. | Places on the Road.                | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------|------------------------------------|-----------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                    | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8                    | Fork-roads .....                   | I               |                 | <p>fork, from which the road is undulating for a m. and ascends for another m. ; keep to <i>r.</i> opposite Stichill House gates. Fairly good surface.</p> <p>Passing down through village turn <i>l.</i> towards its E. end, road ascending for about <math>\frac{3}{4}</math> m., followed by a steep descent to Home Farm and fairly level, bearing round to <i>r.</i>, to Legars Farm, where turn sharp <i>l.</i> down a short hill and up a long ascent past Humehall, with Hume Castle well seen to <i>l.</i> from top of the hill. Bear to <i>r.</i>; road rises and falls by easier inclines for over 2 m. to junction with Route 134, where bear again to <i>r.</i>, having steep descent—care required—past rly. sta. ; turn <i>r.</i> over br. into Greenlaw. Very indifferent surface.</p> |
| 5 $\frac{3}{4}$      | Stichill .....                     | 2 $\frac{1}{4}$ | 3 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4 $\frac{3}{4}$      | Home Farm .....                    | I               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3 $\frac{3}{4}$      | Legars Farm .....                  | I               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3 $\frac{1}{4}$      | Humehall .....                     | $\frac{1}{2}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3                    | Branch-roads .....                 | $\frac{1}{4}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                      | (Hume village $\frac{1}{4}$ m. W.) |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{1}{2}$        | Greenlaw Station ...               | 2 $\frac{1}{2}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                      | GREENLAW .....                     | $\frac{1}{2}$   | 9               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                      | (County Hall.)                     |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**KELSO TO GREENLAW.** *Reverse.*—Leave town due W. and turn to *l.*, after crossing br., past rly. sta., beyond which road bears round to *r.* At  $\frac{1}{4}$  m. beyond sta. turn to *l.* and keep straight forward towards Hume, before which place bear to *l.* at branch-roads (*r.* to village, castle, etc.) downhill past Humehall. Cross a burn and turn sharp *r.* at Legars Farm and bear round to *l.* towards Home Farm, passing grounds of Stichill House on *r.* At W. end of village keep to *l.*, thence an easily followed road to Kelso.

**ROUTE 134. GREENLAW TO EARLSTON.**

A very hilly road, with rough surface in parts, but fair as a whole. The only direct road between Greenlaw and Earlston. At present there are neither m.s.'s. nor d.p.'s on this road.

| Miles from Earlston. | Places on the Road.     | Mileage.        |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------|-------------------------|-----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                         | Inter-mediate.  | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 11                   | GREENLAW .....          | ...             | ...    | <p>Leave town westward, cross br., and turn <i>l.</i> towards rly. sta., passing which there is a stiff ascent. At top of hill avoid roads to <i>l.</i> and keep well to <i>r.</i> having rly. on <i>r.</i>; easily undulating road to East Gordon Farm, beyond which there is a very steep and rough descent which must be carefully ridden. Keep to <i>r.</i> at fork, with dip to the Eden Water, thence undulating to West Gordon. Fair surface.</p> |
| 10 $\frac{1}{2}$     | ↑ Railway Station ..... | $\frac{1}{2}$   |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 7 $\frac{3}{4}$      | East Gordon Farm .....  | 2 $\frac{3}{4}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

Route 134. **GREENLAW TO EARLSTON**—*continued.*

| Miles from<br>Earlston. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------|------------------------|-------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 6 $\frac{1}{4}$         | West Gordon .....      | 1 $\frac{1}{2}$         | 4 $\frac{1}{4}$ | Passing cross-roads at E. end of village ( <i>r.</i> and <i>L.</i> , Route 132), keep straight forward through West Gordon and down a long winding descent—caution necessary—passing under rly., beyond which there is a long rise, stiff in parts, towards Huntleywood, after which keep to <i>L.</i> at fork down a long hill with sharp turn to <i>L.</i> at foot to East Morriston. Undulating road for 1 $\frac{3}{4}$ m., passing over cross-roads with a quick descent towards junction with Route 130, where turn <i>r.</i> down to the level before Earlston. Surface rough in parts; fair on the whole. |
|                         | ↑                      |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4 $\frac{1}{4}$         | Huntleywood.....       | 2                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                         | ↓                      |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 3 $\frac{1}{4}$         | East Morriston .....   | 1                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2 $\frac{1}{4}$         | West Morriston .....   | 1                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                         | ↓                      |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                         | <b>EARLSTON</b> .....  | 2 $\frac{1}{4}$         | 11              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                         | (High Street.)         |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**GREENLAW TO EARLSTON.** *Reverse.*—Leaving the town eastwards, turn to *r.* during ascent 1 $\frac{1}{4}$  m. out and keep forward over cross-roads; avoid a road to *L.* over  $\frac{1}{4}$  m. beyond, thence an easily-followed road to West Gordon. Pass over cross-roads in the village and keep to *L.* where roads branch, beyond; keep to *L.* after crossing the Eden Water to East Gordon farm, nearly  $\frac{3}{4}$  m. beyond which keep again to *L.* At foot of hill beyond Greenlaw Rly. Sta. turn sharp *r.* over br. into the town.

**ROUTE 135. COLDSTREAM TO LAUDER.**

The direct road; fairly easy gradients and good surface. Very picturesque about Coldstream, and some good views of pastoral Berwickshire from the higher ground.

| Miles from<br>Lauder. | Places on the<br>Road.  | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------|-------------------------|-------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                         | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 22 $\frac{1}{4}$      | <b>COLDSTREAM</b> ..... | ...                     | ...             | Leaving W. end of High St. downhill, after a stiffish uphill bit of road by the cottage Hospital, there is a gently undulating stretch to Fireburnmill cottages, where turn to <i>r.</i> , descending. Road rises in about $\frac{1}{4}$ m. and is then undulating with an upward trend over a cross-road towards Hatchednize Farm, beyond which keep to <i>L.</i> at forks. Easily ascending road to Orange Lane, where keep straight on (avoiding a road on <i>L.</i> to Kelso and <i>r.</i> to Swinton). Good surface. |
|                       | (High Street.)          |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 20 $\frac{3}{4}$      | Fireburnmill .....      | 1 $\frac{1}{2}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                       | ↓                       |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 19 $\frac{1}{4}$      | Hatchednize .....       | 1 $\frac{1}{2}$         |                 | The ascending tendency continues and the hill becomes stiffer towards Roweston Lodge; turn <i>L.</i> on an undulating road for a m. with descent towards level rly. crossing, then over the Black-                                                                                                                                                                                                                                                                                                                        |
|                       | ↓                       |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 17                    | Orange Lane .....       | 2 $\frac{1}{4}$         | 5 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 14 $\frac{3}{4}$      | Thirlington .....       | 2 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 14 $\frac{1}{4}$      | ↑ Roweston .....        | $\frac{1}{2}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                       | ↑                       |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

Route 135. **COLDSTREAM TO LAUDER**—*continued.*

| <i>Miles from<br/>Lauder.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                          |
|-------------------------------|--------------------------------|----------------------------------|------------------|------------------------------------------------------------------|
|                               |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                  |
| 12 $\frac{1}{2}$              | Greenlaw .....                 | 2                                | 10               | adder Br., bearing <i>L.</i> into Greenlaw. Fairly good surface. |
|                               | (County Hall.)                 |                                  |                  | Pass through town and cross br., with a long gradual             |
| 9 $\frac{1}{2}$               | Hexpath .....                  | 3                                |                  | rise in front for 2 $\frac{1}{2}$ m. and decline by Hexpath      |
| 7                             | Houndslow .....                | 2 $\frac{1}{2}$                  |                  | to a small stream, beyond which road rises and                   |
|                               |                                |                                  |                  | falls and re-ascends to Houndslow, with short                    |
|                               |                                |                                  |                  | quick descent from that point, an undulating                     |
|                               |                                |                                  |                  | rise for over a m., and a sharp downhill run                     |
|                               |                                |                                  |                  | towards Whiteburn Inn, where bear <i>r.</i> on                   |
|                               |                                |                                  |                  | meeting Route 132. Good road in summer and                       |
|                               |                                |                                  |                  | autumn; apt to be roughish in the spring.                        |
| 4 $\frac{1}{2}$               | Whiteburn Inn .....            | 2 $\frac{1}{2}$                  | 17 $\frac{3}{4}$ | Route 132 to Lauder.                                             |
|                               | LAUDER .....                   | 4 $\frac{1}{2}$                  | 22 $\frac{1}{2}$ |                                                                  |

**COLDSTREAM TO GREENLAW.** *Reverse.*—Reverse of Route 132 to Whiteburn Inn, where turn *L.* and keep to *r.* at fork beyond. At E. end of Greenlaw bear to *r.*, passing rly. level crossing, and turn *r.* about 2 m. out; keep forward at Orange Lane, avoiding a road to *L.* and then to *r.*; thence unmistakable to Coldstream, turning to *L.* at Fireburnmill.

**ROUTE 136. LAUDER TO EDINBURGH.**

A good, broad main road throughout and one of the old trunk roads of the coaching days. The views from Soutra are very fine, the distant hills and dales of the Lothians lying below spread out as in a map. From Soutra summit the gradients are nearly all in the rider's favour and the surface is hard and good.

| <i>Miles from<br/>Edinburgh</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                    |
|---------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                            |
| 26 $\frac{1}{2}$                | LAUDER .....                   | ...                              | ...           | Leave the town northwards and keep to <i>r.</i> on leaving ( <i>L.</i> , see note); fine undulating stretch of road with a gradual upward tendency to Carfraemill Inn on <i>r.</i> at road junction; keep to <i>r.</i> across br. before the inn ( <i>L.</i> to Oxtan). Excellent surface. |
| 22 $\frac{1}{2}$                | Carfraemill Inn .....          | 4                                | 4             | Here bear <i>L.</i> on a fairly level road for nearly a m., then slightly rising for $\frac{1}{2}$ m., beyond which there is a continuous, well-graded winding ascent of                                                                                                                   |
| 18 $\frac{3}{4}$                | Summit .....                   | 3 $\frac{3}{4}$                  |               | 2 m. to the summit, where there is an easy decline                                                                                                                                                                                                                                         |
| 18                              | Huntershall .....              | $\frac{3}{4}$                    |               | for nearly $\frac{1}{2}$ m. and then a fairly level run with                                                                                                                                                                                                                               |
| 17 $\frac{1}{2}$                | Soutra Hill .....              | $\frac{1}{2}$                    |               | a subsequent slight rise to the northern edge of the hill and down a long descent, also well graded                                                                                                                                                                                        |
|                                 | (Head of.)                     |                                  |               |                                                                                                                                                                                                                                                                                            |

## Route 136.

LAUDER TO EDINBURGH—*continued.*

| Miles from<br>Edinburgh | Places on the<br>Road.   | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------|--------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                          | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 15 $\frac{3}{4}$        | Fala Mains .....         | ↓                       | 1 $\frac{3}{4}$  | on the whole, but fairly steep in one portion (1 in 19), towards Fala (Blackshiels), before which village the road becomes easier. Surface frequently loose about the summit, but very fair throughout.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 15 $\frac{1}{4}$        | Fala (Blackshiels) ..... | ↓                       | $\frac{1}{2}$    | 11 $\frac{1}{4}$ Quick fall to the Fala Dam Burn, then undulating for nearly 2 m. with a rapid descent towards and through Pathhead village, at foot of which, where four roads meet, bear slightly to <i>r.</i> , crossing a long, high br. just beyond. Straight easily ascending road, passing through well-wooded land, for 1 $\frac{3}{4}$ m., when it emerges into open country, bends to <i>l.</i> , and goes down a long finely-graded descent towards Dalkeith, crossing R. South Esk at foot, with short abrupt rise into the town, keeping to <i>r.</i> by South St. into High St.                                                                                                                                                                                                                                                                                        |
| 13                      | Lineworks .....          | ↓                       | 2 $\frac{1}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11 $\frac{3}{4}$        | Pathhead .....           | ↓                       | 1 $\frac{1}{4}$  | 19 $\frac{3}{4}$ On entering High St. turn <i>r.</i> and to <i>l.</i> in a few yds., leaving by Edinburgh Rd. down Echo Bank to br., which cross, and keep uphill to <i>l.</i> , road bending round to <i>r.</i> near the top. Fairly level by entrance to Dalkeith Palace, where keep to <i>r.</i> ( <i>l.</i> , see note) on a gently undulating road with upward trend, passing through an avenue, and under rly. br., to Danderhall cottages, beyond which there is an easy rise. Beyond the entrance-gate to Edmondston House, on <i>r.</i> , the road descends, gradually at first, then steeply, to the level near Little France, where the Burdiehouse Burn is crossed. Slight uphill to Craigmillar Wood ( <i>r.</i> to the castle), followed by a short level stretch and descent to Bridgend, then again level to Cameron Toll, where rly. is passed under. Good surface. |
| 10 $\frac{3}{4}$        | Cranston Church .....    | ↓                       | 1                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 10                      | Fordel Mains .....       | ↓                       | $\frac{3}{4}$    | 24 $\frac{1}{4}$ Keep straight forward, having the villas of Cameron Cres. and Park on <i>r.</i> , road gradually rising to entrance to cemetery, from whence it ascends a well-graded hill (Dalkeith Rd.) into the city. At Parkside Printing Works (clock tower) turn <i>l.</i> down E. Preston St. and then to <i>r.</i> along Clerk St. (tramlines), keeping forward by Nicolson St. and S. and N. brs. down to General Post Office at E. end of Princes St.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 8 $\frac{1}{4}$         | Cowden Colliery .....    | ↓                       | 1 $\frac{3}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7 $\frac{1}{4}$         | New Mills Bridge .....   | ↓                       | 1                | 24 $\frac{1}{4}$ Keep straight forward, having the villas of Cameron Cres. and Park on <i>r.</i> , road gradually rising to entrance to cemetery, from whence it ascends a well-graded hill (Dalkeith Rd.) into the city. At Parkside Printing Works (clock tower) turn <i>l.</i> down E. Preston St. and then to <i>r.</i> along Clerk St. (tramlines), keeping forward by Nicolson St. and S. and N. brs. down to General Post Office at E. end of Princes St.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 6 $\frac{3}{4}$         | Dalkeith .....           | ↓                       | $\frac{1}{2}$    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                         | (Edinburgh Road corner.) | ↓                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5                       | Todhills .....           | ↑                       | 1 $\frac{3}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4 $\frac{3}{4}$         | Danderhall .....         | ↑                       | $\frac{1}{4}$    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4 $\frac{1}{4}$         | Edmondston Gate .....    | ↑                       | $\frac{1}{2}$    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3 $\frac{1}{4}$         | Little France .....      | ↑                       | 1                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2 $\frac{1}{2}$         | Bridgend .....           | ↑                       | $\frac{3}{4}$    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2 $\frac{1}{4}$         | Cameron Toll .....       | ↑                       | $\frac{1}{4}$    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1 $\frac{1}{4}$         | Parkside Works .....     | ↑                       | 1                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                         | EDINBURGH .....          | ↑                       | 1 $\frac{1}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                         | (General Post Office.)   | ↑                       | 26 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

LAUDER TO EDINBURGH. *Reverse.*—Leaving General Post Office proceed southwards by N. and S. Bridges, Nicolson St., and Clerk St. At over a m. turn to *l.* up E.

Preston St. to clock-tower at top, and there turn *r.* down Dalkeith Rd. Keep straight on under rly. br. at Cameron Toll, bearing slightly *l.* when passing under the br. Thence an easily followed road to the entrance to Dalkeith Palace, where keep *l.*, going downhill and crossing br. to *r.*, then bearing *l.* up into Dalkeith. In High St. bear *r.* and in a few yds. to *l.*, leaving by South St. and descending to New Mills Br. An unmistakable road over Soutra Hill to Carfraemill Inn, where keep to *r.* for Lauder.

EDITOR'S NOTES.—(a) At N. end of Lauder a road leaves to *l.* for Stow on Route 110 going over Lauder Common. The uphill climb is incessant for nearly 3 m. and very stiff (1 in 15) towards the top. From the summit down to Stow the gradient is considerable for  $1\frac{1}{2}$  m. and then becomes precipitously steep (1 in 9), winding down the hillside to the village; surface indifferent. This is the only direct communication. Distance,  $5\frac{1}{4}$  m.

(b) An alternative road into Edinburgh is that going to *l.* at the Dalkeith Palace gate beyond the top of the hill after Dalkeith (forward journey). This loop-road joins Route 110 in  $\frac{1}{4}$  m., where (d.p.) bear *r.*, towards the city via Gilmerton, following Route 110. The route detailed above, via Little France, is the Old Dalkeith Rd., and this alternative via Gilmerton, etc., is the New.

## ROUTE 137. COLDSTREAM TO KELSO.

A very good main road, with easy undulations, and passing through some charming riverside scenery.

| Miles from Kelso. | Places on the Road.                | Mileage.       |                | General description of the Road.                                                                                                                                                                                                                                                                                                                                        |
|-------------------|------------------------------------|----------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                                    | Inter-mediate. | Total.         |                                                                                                                                                                                                                                                                                                                                                                         |
| $8\frac{3}{4}$    | COLDSTREAM .....<br>(High Street.) | ...            | ...            | Leave by W. end of High St.; road at first downhill followed by a stiffish rise to the Cottage Hospital, then undulating for a m. Descent to Fireburnmill cottages, where (d.p.) keep straight on ( <i>r.</i> , Route 135), having a series of slight undulations to Homebank farm, on <i>r.</i> , after passing which keep to <i>l.</i> to Birgham. Very good surface. |
| $7\frac{1}{4}$    | Fireburnmill .....                 | $1\frac{1}{2}$ |                |                                                                                                                                                                                                                                                                                                                                                                         |
| $6\frac{3}{4}$    | Wester Fireburnmill ....           | $\frac{1}{3}$  |                |                                                                                                                                                                                                                                                                                                                                                                         |
| 6                 | Homebank .....                     | $\frac{1}{4}$  |                |                                                                                                                                                                                                                                                                                                                                                                         |
| $5\frac{1}{4}$    | Birgham .....                      | $\frac{2}{1}$  | $3\frac{1}{2}$ | Proceed straight through village on the level, road then descending for $\frac{1}{2}$ m. and running parallel with R. Tweed; fairly level into Kelso. Capital surface.                                                                                                                                                                                                  |
| $3\frac{3}{4}$    | County Boundary .....              | $1\frac{1}{2}$ |                |                                                                                                                                                                                                                                                                                                                                                                         |
| $1\frac{3}{4}$    | Springhall .....                   | 2              |                |                                                                                                                                                                                                                                                                                                                                                                         |
|                   | KELSO .....<br>(Square.)           | $1\frac{3}{4}$ | $8\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                         |

**COLDSTREAM TO KELSO. Reverse.**—Leave S.E. corner of square by Wood Market and pass eastwards along S. side of Shedden Park; keep to *r.* at fork  $\frac{1}{2}$  m. beyond Birgham, thence unmistakable.

## ROUTE 138. COLDSTREAM TO DUNS.

(Via Swinton Mill.)

This is the more direct road between Coldstream and Duns, but Route 139 is to some extent preferable owing to its easier gradients. Road surface very much the same in either route.

| Miles from Duns. | Places on the Road.                | Mileage.       |        | General description of the Road.                                                                       |
|------------------|------------------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------|
|                  |                                    | Inter-mediate. | Total. |                                                                                                        |
| $10\frac{1}{4}$  | COLDSTREAM .....<br>(High Street.) | ...            | ...    | Proceed northwards by Duns Loan; ascent for $\frac{3}{4}$ m., then down and up two fairly steep hills; |



Route 138. **COLDSTREAM TO DUNS**—*continued.*

| Miles from Duns. | Places on the Road.                    | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                        |
|------------------|----------------------------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                        | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8½               | Hirsel Law School.....                 | 1½             |        | thence undulating to ½ m. past Hirsel Law School, where there is a steep ascent and descent past Georgefield, and a further rise to 2½ m.s. At Ruthven there is a steep ascent followed by a short descent, then undulating to the top of the hill and descending to Swinton Mill Farm.                                                                                                                 |
| 8                | ↑ Georgefield ..... ↓                  | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7                | Ruthven ..... ↓                        | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6                | Swinton Mill Farm .....                | 1              | 4½     | Route 140 is crossed at the farm. Passing over Leet Water, road ascends for ¾ m., and is then undulating past Ryslaw smithy, beyond which an easy ascending gradient is encountered which is broken at one point by a sharp descent. Turn to r. towards Mount Pleasant, then sharply to l. when joining Route 139 at that point (d.p.). Fair surface.                                                   |
| 4½               | Ryslaw .....                           | 1½             |        | Surface now improves; road level for a short distance, followed by a descent, with sharp turn at foot, to bridge over the Blackadder. An easy ascent to Nisbet Hill, succeeded by a pleasant decline, thence undulating to Nisbet Roads. Turn to r. down a short hill, then level to Cheeklaw Old Toll, where turn to l. and proceed by Cheeklaw, uphill; level past rly. sta. into Duns. Surface good. |
| 3½               | Mount Pleasant .....<br>(Cross-roads.) | 1              | 7      |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2¾               | Blackadder Bridge.....                 | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1½               | Nisbet Roads .....                     | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1½               | Cheeklaw Old Toll.....                 | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                         |
| ¾                | Cheeklaw .....                         | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                         |
| ¾                | Duns Railway Station                   | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                         |
|                  | <b>DUNS</b> .....                      | ½              | 10½    |                                                                                                                                                                                                                                                                                                                                                                                                         |
|                  | (Town Hall.)                           |                |        |                                                                                                                                                                                                                                                                                                                                                                                                         |

**COLDSTREAM TO DUNS. Reverse.**—Proceed southwards by Murray St., keeping to r. at first fork and on past rly. sta. At Cheeklaw Old Toll, turn to r., and at Nisbet Roads to l. At Nisbet Hill keep to l. downhill to the Blackadder 'Br. At Mount Pleasant turn to r.; and to l. ½ m. further. At fork beyond Ryslaw smithy keep to r., and straight on past cross-roads and at Swinton Mill.

**ROUTE 139. COLDSTREAM TO DUNS.**

(Via Swinton.)

This road though 2 m. longer than Route 138 is not so hilly, and has rather better surface, being therefore preferable for cycling. Some very fine pastoral scenery.

| Miles from Duns. | Places on the Road.                       | Mileage.       |        | General description of the Road.                                                                                                                                                   |
|------------------|-------------------------------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                           | Inter-mediate. | Total. |                                                                                                                                                                                    |
| 12½              | <b>COLDSTREAM</b> .....<br>(High Street.) | ...            | ...    | At fork at E. end of High St. keep to l. up a short rise past Police Office, having a good road with easy gradients by Lennel Newtown and churchyard to cross-roads. Surface good. |
| 11½              | Lennel Newtown .....                      | 1              |        |                                                                                                                                                                                    |

## Route 139.

**COLDSTREAM TO DUNS**—*continued.*

| <i>Miles from<br/>Duns.</i> | <i>Places on the<br/>Road.</i>             | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------|--------------------------------------------|----------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                            | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10 $\frac{1}{2}$            | Cross-roads . . . . .                      | 1                                | 2                | Keep straight on, road becoming undulating, with fairly good surface to Swinton. Steep, short ascent before Simprim Farm, where turn to <i>r.</i> at hill-top and sharply to <i>l.</i> beyond the farm cottages. Long ascent past Swinton Hill Farm, beyond which the Norham—Duns Road (see note below) is joined; turn to <i>l.</i> , with a gentle descent to Swinton.                                                                                        |
| 8                           | Simprim Farm . . . . .                     | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 7                           | Swinton Hill Farm . . . . .                | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6                           | Swinton . . . . .<br>(Centre of village.)  | 1                                | 6 $\frac{1}{2}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5 $\frac{1}{2}$             | Crowfootbank . . . . .                     | $\frac{3}{4}$                    |                  | Turn <i>l.</i> on entering the village and sharp <i>r.</i> at its W. end; cross the Leet Br., ascending the long gradual rise past Crowfootbank Farm. Just beyond here the road bends to <i>l.</i> then to <i>r.</i> ; these two bends being repeated $\frac{3}{4}$ m. beyond and again over $\frac{1}{4}$ m. further. Ascend a short hill, followed by a short descent, then fairly level to Mount Pleasant Farm (d.p.), where keep straight on. Surface good. |
| 3 $\frac{1}{2}$             | Mount Pleasant . . . . .<br>(Cross-roads.) | 2                                | 9                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                             | DUNS . . . . .                             | 3 $\frac{1}{2}$                  | 12 $\frac{1}{2}$ | Route 138 to Duns.                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**COLDSTREAM TO DUNS (VIA SWINTON).** *Reverse.*—Reverse of Route 138 to Mount Pleasant, where proceed straight on; turn sharp *l.* on entering Swinton and to *r.* on leaving. At  $\frac{3}{4}$  m. further turn *r.* and again to *r.* past Simprim Farm and to *l.* a few yds. further, downhill; thence an easily-followed road to Coldstream.

**NORHAM TO DUNS.**—Leave village at S.W. end and turn sharp *r.* at  $\frac{1}{4}$  m. out and cross the Tweed into Scotland. At cross-roads keep forward (*r.* to Ladykirk and Horndean—an undulating road; fair surface), rising to Greenside Cottages, where keep straight on; thence an undulating road to junction with Route 139 before Swinton. Fairly good surface. Distances, Swinton, 4 m.; Duns, 10 m.

**ROUTE 140.****BERWICK TO KELSO.**

An easily undulating road throughout, with good surface; m.s.s. very variable. An alternative road will be found by following the road by Velvethall Rly. Sta. on the English side of the border (Route 439 (Vol. III.) reverse) to Coldstream; thence by Route 137 to Kelso. The distance is almost exactly alike by either road, the scenery, however, on the alternative route is very attractive.

| <i>Miles from<br/>Kelso.</i> | <i>Places on the<br/>Road.</i>    | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                               |
|------------------------------|-----------------------------------|----------------------------------|---------------|-------------------------------------------------------------------------------------------------------|
|                              |                                   | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                       |
| 23 $\frac{1}{2}$             | Berwick . . . . .<br>(Town Hall.) | ...                              | ...           | Proceed N., leaving by Scotchgate, passing under the old gateway; cross rly., and keep to <i>l.</i> , |

## Route 140.

BERWICK TO KELSO—*continued.*

| Miles from Kelso. | Places on the Road.                  | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------|--------------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                                      | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 23                | ↑ Fork-roads .....                   | $\frac{1}{2}$   |                  | steadily ascending road from the town. Keep again to <i>L.</i> at next branch-roads, descending towards a small stream with rise and fall before the Whiteadder br., which cross to <i>L.</i> and turn <i>r.</i>                                                                                                                                                                                                                                       |
| 22 $\frac{1}{2}$  | Branch-roads .....                   | $\frac{1}{2}$   |                  | Steady rise towards Paxton South Mains, before which, after bearing to <i>r.</i> , turn sharp <i>L.</i> Good surface.                                                                                                                                                                                                                                                                                                                                  |
| 20 $\frac{1}{2}$  | Cross Whiteadder Water..             | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 19                | Paxton South Mains.....              | 1 $\frac{1}{2}$ | 4 $\frac{1}{2}$  | Over $\frac{1}{4}$ m. further road turns to <i>L.</i> and after another $\frac{1}{4}$ m. to <i>r.</i> , undulating. On meeting a road at right angles bear to <i>r.</i> , keep forward for over $\frac{1}{4}$ m. passing two roads on <i>r.</i> and turning to <i>L.</i> at fork with easy rise to West Fishwick and an almost level run to Horndean smithy. Good surface.                                                                             |
| 17 $\frac{3}{4}$  | Fishwick .....                       | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 17                | West Fishwick.....                   | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 15 $\frac{3}{4}$  | Horndean .....                       | 1 $\frac{1}{4}$ | 7 $\frac{3}{4}$  | A finely undulating road, passing two local cross-roads, with descent towards Swinton Quarter and rise into the village. Fairly good surface.                                                                                                                                                                                                                                                                                                          |
| 12 $\frac{1}{2}$  | Swinton Quarter .....                | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 11 $\frac{3}{4}$  | Swinton.....<br>(Centre of village.) | $\frac{3}{4}$   | 11 $\frac{3}{4}$ | On leaving village westwards turn <i>L.</i> ( <i>r.</i> , Route 139) then <i>r.</i> , with gradual rise and fall to Swinton Mill, where Route 138 is crossed. Road dips to a small stream beyond, and rises and falls by Bughtrig to Leitholm. Good surface.                                                                                                                                                                                           |
| 11                | Swinton-Bridgend .....               | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10                | Swinton Mill Farm .....              | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8 $\frac{3}{4}$   | Bughtrig .....                       | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8 $\frac{1}{4}$   | Leitholm .....                       | $\frac{1}{2}$   | 15 $\frac{1}{4}$ | Descent to a small br. beyond the village, thence very gradually ascending towards Eccles. At Orange Lane turn <i>L.</i> then <i>r.</i> , crossing Route 135. Fairly level near Eccles; keep to <i>L.</i> beyond the village, thence undulating by Wormerlaw and descending by Harperton to Ednam, where keep straight forward over cross-roads; thence easy descending to Kelso, into which bear <i>r.</i> at fork, towards the Square. Good surface. |
| 6 $\frac{3}{4}$   | Orange Lane .....                    | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5 $\frac{1}{2}$   | Eccles .....                         | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5                 | Wormerlaw .....                      | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4                 | Harperton .....                      | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2 $\frac{1}{2}$   | Ednam .....                          | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                   | KELSO .....                          | 2 $\frac{1}{2}$ | 23 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                   | (Square.)                            |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**BERWICK TO KELSO. Reverse.**—Leave by Edenside Rd. and Pipe Well Brae and keep forward at Ednam cross-roads. At Orange Lane turn *L.* then *r.* and keep forward at Swinton Mill cross-roads. At E. end of Swinton, road bends to *L.* and then *r.*, passing through centre of village; keep straight on out of Swinton, and beyond West Fishwick keep to *L.* where road forks (before which avoid all branch roads on *L.*). Sharp turn to *L.* then to *r.* before Paxton South Mains; cross the Whiteadder Water, thence an easily-followed road to Berwick.



# ROUTE 141. BERWICK TO DUNS.

(Via Chirnside.)

A hilly road out of Berwick and before Duns, otherwise easy and with a fairly good surface throughout. This road is, on the whole, rather preferable than Route 142.

| Miles from<br>Duns. | Places on the<br>Road.   | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------|--------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                          | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 15 $\frac{1}{4}$    | Berwick .....            | ...                     | ...              | Leave by Scotchgate, pass over rly. near sta. and keep to <i>l.</i> at fork and to <i>r.</i> at branch roads $\frac{1}{2}$ m. further, with long ascent out of the town. Top of hill at 2 $\frac{1}{2}$ m. from Berwick, then descending, followed by rise and fall to level before Mordington Ch., becoming an easily undulating road by Foulden and Edington towards Chirnside. Good surface from top of hill out of Berwick, before which it is rather lumpy.                                                                                                                                                                                    |
| 14 $\frac{3}{4}$    | ↑ Fork-roads .....       | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 14 $\frac{1}{4}$    | ↑ Branch-roads ...       | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 13                  | ↑ Brow-of-the-Hill Farm  | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 11 $\frac{1}{2}$    | Mordington Church ...    | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 10 $\frac{1}{4}$    | Foulden .....            | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 8 $\frac{1}{4}$     | Edington .....           | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 6 $\frac{1}{2}$     | Chirnside .....          | 1 $\frac{3}{4}$         | 8 $\frac{3}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | (Cross-roads.)           |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 5 $\frac{1}{4}$     | Cross Whiteadder Water.. | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 5                   | Newstead .....           | $\frac{1}{4}$           |                  | Village lies to <i>r.</i> on high ground; road bends to <i>r.</i> $\frac{1}{4}$ m. beyond the cross-roads, and to <i>l.</i> on meeting Route 147 at W. end of Chirnside Village. Descent to the Whiteadder Water, beyond which rly. is passed. At $\frac{3}{4}$ m. further road bends to <i>l.</i> , then to <i>r.</i> passing Edrom Sta. on <i>l.</i> and Edrom Newton on <i>r.</i> After running parallel to rly. for $\frac{3}{4}$ m. it turns sharply to <i>r.</i> and abruptly <i>l.</i> $\frac{1}{2}$ m. further, ascending somewhat stiffly towards Duns with gradual fall into that town; turn <i>r.</i> to Town Hall. Fairly good surface. |
| 3 $\frac{3}{4}$     | Edrom Station .....      | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3 $\frac{1}{4}$     | Edrom Newton .....       | $\frac{1}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1 $\frac{1}{4}$     | Road junction ...        | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | ↑                        |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | DUNS .....               | 1 $\frac{3}{4}$         | 15 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | (Town Hall.)             |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**BERWICK TO DUNS. Reverse.**—Proceed southwards by Murray St., keeping to *l.* at fork and turning *r.* at 1 m. further; before rly. turn to *l.* having the line on *r.* for  $\frac{3}{4}$  m., and beyond Edrom Sta. turn first to *l.*, then *r.* Before Chirnside Village turn sharp *r.*, and *l.*  $\frac{1}{4}$  m. beyond, keeping straight on at the cross-roads; thence unmistakable to Berwick.

# ROUTE 142. BERWICK TO DUNS.

(Via Paxton.)

A fairly good road throughout; hilly for 3 m. out of Berwick, then easy gradients.

| Miles from<br>Duns. | Places on the<br>Road.  | Mileage.                |                 | General description of the Road.                                         |
|---------------------|-------------------------|-------------------------|-----------------|--------------------------------------------------------------------------|
|                     |                         | Inter-<br>medi-<br>ate. | Total.          |                                                                          |
| 15                  | Berwick .....           | ...                     | ...             | Route 140 to Paxton South Mains.                                         |
| 10 $\frac{1}{2}$    | Paxton South Mains..... | 4 $\frac{1}{2}$         | 4 $\frac{1}{2}$ | Here turn sharp <i>r.</i> , and to <i>l.</i> at $\frac{1}{4}$ m. beyond, |

## Route 142.

BERWICK TO DUNS—*continued.*

| Miles from Duns. | Places on the Road.      | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------|--------------------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                          | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 10 $\frac{1}{4}$ | [Paxton] .....           | $\frac{1}{4}$   |                  | passing village of Paxton on <i>r.</i> ; winding, gradually ascending road to Sunwick. $\frac{1}{4}$ m. after which turn to <i>r.</i> , and after passing two bends in the road, keep to <i>l.</i> where roads branch, with steady, very easy rise to 1 m. beyond Blackadderbank, when the road is fairly level to Blackadder cottage, where turn sharp <i>r.</i> ; road undulating to the Blackadder Water and ascending beyond, then a succession of rise and fall, turning sharp <i>r.</i> to junction with Route 141 just beyond the rly., where keep straight forward. Good surface on the whole, but rather variable. |
| 8 $\frac{3}{4}$  | Sunwick .....            | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 6                | Cross-roads .....        | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 $\frac{3}{4}$  | Blackadderbank .....     | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4 $\frac{1}{2}$  | Blackadder Cottage ..... | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3 $\frac{3}{4}$  | Whitelaw .....           | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3                | Cross Blackadder Water.. | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 1 $\frac{3}{4}$  | Road junction .....      | 1 $\frac{1}{4}$ | 13 $\frac{1}{4}$ | Route 141 to Duns.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                  | DUNS .....               | 1 $\frac{3}{4}$ | 15               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**BERWICK TO DUNS.** *Reverse.*—Reverse of Route 141 for 1 $\frac{3}{4}$  m., where at rly. keep straight on. Several sharp turns before Blackadder cottage, where turn to *l.* At 3 $\frac{1}{2}$  m. further road turns sharply *r.* then to *l.*  $\frac{1}{4}$  m. beyond, passing Sunwick on *r.* Near Paxton village (on *l.*) turn *r.* and sharp *l.* at the South Mains, following reverse of Route 140 thence to Berwick.

## ROUTE 143. DUNS TO GREENLAW.

Direct road between the two towns; very hilly, but possessing a fairly good surface. C.T.C. danger-board on hill into Greenlaw.

| Miles from Greenlaw. | Places on the Road. | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------|---------------------|-----------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                     | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 7 $\frac{1}{2}$      | DUNS .....          | ...             | ...             | Leave town westward, descending to a small stream, with rise towards Gavinton, near which turn <i>r.</i> , passing village on <i>l.</i> Road ascends a long straight hill due westward to Choicelee farm, where keep <i>l.</i> at fork ( <i>r.</i> , Route 144), with fall towards a small br. and rise to Polwarth, before entering which village turn <i>r.</i> Very fair surface. After ascent for $\frac{1}{2}$ m. out of village road is undulating by a long plantation and affords easy riding to top of the steep descent into Greenlaw, which hill is dangerous. Town entered at right-angles; County Hall passed on <i>l.</i> Fair surface. |
| 5 $\frac{3}{4}$      | [Gavinton].....     | 1 $\frac{3}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4 $\frac{1}{2}$      | Choicelee.....      | 1 $\frac{1}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3 $\frac{3}{4}$      | Polwarth .....      | $\frac{3}{4}$   | 3 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                      | GREENLAW .....      | 3 $\frac{3}{4}$ | 7 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

(County Hall.)



**DUNS TO GREENLAW.** *Reverse.*—Leave northwards from centre of town at right-angles to High St., keeping County Hall on *r.* At first fork keep to *r.* and at second, to *l.* On leaving Polwarth bear to *l.* and turn to *l.* near Gavinton to Duns.

## ROUTE 144. DUNS TO LAUDER.

Surface very fair considering the exposed nature of a greater part of this road before Westruther, beyond which village there is a decided improvement. This would prove a stiffish route to ride in the face of a strong west wind.

| Miles from<br>Lauder. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                     |
|-----------------------|------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                      |
| 18                    | <b>DUNS</b> .....      | ...                     | ...              | Route 143 to Choicelee.                                                                                                                                              |
| 15                    | Choicelee.....         | 3                       | 3                | Fairly level for over $\frac{1}{2}$ m. and ascending stiffly by                                                                                                      |
| 14 $\frac{1}{2}$      | Polwarth Mill.....     | $\frac{1}{2}$           |                  | Campmoor plantation, then easier for nearly $\frac{3}{4}$                                                                                                            |
| 12                    | Cattleshiel .....      | 2 $\frac{1}{2}$         |                  | m. with sharp fall beyond. A very undulating,<br>open moorland road to Westruther. Fairly good<br>surface generally but rather loose at times.                       |
| 7 $\frac{1}{2}$       | Westruther .....       | 4 $\frac{1}{2}$         | 10 $\frac{1}{2}$ | Bear to <i>l.</i> near the ch., descending from the village;<br>thence a continued series of rises and falls to road<br>junction, where Route 135 is met. Turn sharp |
| 6 $\frac{1}{2}$       | East Mains .....       | 1                       |                  | <i>r.</i> , descending to Whiteburn Inn. Surface                                                                                                                     |
| 6                     | Thornadykes .....      | $\frac{1}{2}$           |                  | as above.                                                                                                                                                            |
| 5 $\frac{1}{2}$       | Road junction .....    | $\frac{1}{2}$           |                  |                                                                                                                                                                      |
| 4 $\frac{1}{2}$       | Whiteburn Inn .....    | $\frac{1}{2}$           | 13 $\frac{1}{2}$ | Route 132 to Lauder.                                                                                                                                                 |
|                       | <b>LAUDER</b> .....    | 4 $\frac{1}{2}$         | 18               |                                                                                                                                                                      |

**DUNS TO LAUDER.** *Reverse.*—Reverse of Route 132 to Whiteburn Inn, where bear to *l.* and turn sharp *l.*  $\frac{3}{4}$  m. beyond. In Westruther bear to *r.* going forward through village. Reverse of Route 143 after Choicelee.

## ROUTE 145. BERWICK TO EDINBURGH.

An excellent main road throughout, the first half, as far as Dunbar, being particularly fine, having, with one exception, easy gradients and a perfect surface. After Dunbar the road is not quite so good to Beltonford, but greatly improves towards East Linton and is very good to Haddington. In this town the paving is at present abominable. The road continues to be good to Gladsmuir, but deteriorates through Tranent and is rough and lumpy on approaching Levenhall; thence into Edinburgh it is chiefly paved, but having a strip of macadam at the sides for a greater part of the way. Charming and varied scenery to Haddington and picturesque at parts on the coast to Portobello. M.s.s. very variable.

| Miles from<br>Edinburgh | Places on the<br>Road. | Mileage.                |        | General description of the Road.                          |
|-------------------------|------------------------|-------------------------|--------|-----------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                           |
| 58                      | <b>Berwick</b> .....   | ...                     | ...    | Leave by Scotchgate, cross rly., and keep to <i>r.</i> at |
|                         | (Town Hall.)           |                         |        | fork-roads; long gradual undulating rise to               |
| 55 $\frac{1}{2}$        | Marshall Meadows ..... | 2 $\frac{1}{2}$         |        | Lamberton old toll, where the road passes out of          |

Route 145. **BERWICK TO EDINBURGH**—continued.

| Miles from<br>Edinburgh | Places on the<br>Road.                     | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------|--------------------------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                            | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 54 $\frac{3}{4}$        | Lamberton Old Toll .....                   | $\frac{3}{4}$           |                  | the county of the borough and town of Berwick and enters Scotland. After 2 m. of fairly level running, road forks; keep to <i>l.</i> ( <i>r.</i> , Route 146) descending towards Ayton. At road junction at foot of hill turn sharp <i>r.</i> crossing the Eye Water into Ayton village. Very fine surface.                                                                                                                                                                                                                                                                                                                                                                         |
| 54 $\frac{1}{4}$        | Lamberton .....                            | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 52 $\frac{1}{4}$        | Fork roads .....                           | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 50 $\frac{1}{4}$        | Road junction .....                        | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 50                      | Ayton .....                                | $\frac{1}{4}$           | 8                | Undulating road toward Reston, which is passed on <i>l.</i> , lying over near rly., and ascending to beyond Heughhead, whence there is an undulating run with descent before Houndwood cottages, having river on <i>l.</i> , with an easy stretch of road, passing rly. twice, to Grant's House. Capital surface.                                                                                                                                                                                                                                                                                                                                                                   |
| 47 $\frac{1}{4}$        | [Reston] .....                             | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 46 $\frac{3}{4}$        | Heughhead .....                            | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 44                      | Houndwood .....                            | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 41                      | Grant's House .....                        | 3                       | 17               | Fine stretch of gently undulating road, with bend to <i>l.</i> at rly. tunnel, towards Tower Farm; surface excellent. Beyond this point there is a winding descent with sharp turn <i>l.</i> on the hill and <i>r.</i> over narrow br. at foot: great care required. Fairly steep ascent from the br. with fall from top of hill and short stretch of level; road turns <i>r.</i> , descending somewhat sharply to Cockburnspath, village lying on <i>l.</i> at foot of hill. Very good surface.                                                                                                                                                                                    |
| 37 $\frac{3}{4}$        | Tower Farm .....                           | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 37 $\frac{1}{2}$        | Cross Heriot Water .....                   | $\frac{1}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | ↑<br>↓                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 36 $\frac{1}{4}$        | Cockburnspath .....                        | 1 $\frac{1}{2}$         | 21 $\frac{3}{4}$ | Easy rise towards sta., where rly. is crossed, and winding descent, with excellent seascape from top, down <i>l.</i> under rly., then to <i>r.</i> to Dunglass Br., from the parapet of which there is a glimpse of a beautifully wooded dean on <i>r.</i> and <i>l.</i> , the seaward outlook being particularly fine. Fairly level running for a m. then descending to the Thornton Burn, and level to Skateraw. Long gently undulating run to Broxburn, where keep forward ( <i>l.</i> , see note <i>a</i> ) with easy fall and rise before Dunbar, passing red stone Parish Ch. on <i>l.</i> before entering High St. Very good surface generally, but rather variable locally. |
|                         | (Pronounced Coburns-<br>path, or Co'path.) |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 35 $\frac{3}{4}$        | Cockburnspath Station .....                | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | ↓                                          |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 35 $\frac{1}{2}$        | Dunglass Bridge .....                      | $\frac{1}{4}$           |                  | Leave High St. to <i>l.</i> by West Port, road descending at first then fairly level, with downhill run through Belhaven and level to West Barns, where keep forward ( <i>l.</i> , Route 148) with rather a lumpy stretch of straight level road beyond the village towards Beltonford, thence a delightfully easy stretch of road, with rly. on immediate <i>l.</i> , to East Linton, where the R. Tyne is crossed. Excellent surface from Beltonford.                                                                                                                                                                                                                             |
| 35                      | Bilsdean .....                             | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 34 $\frac{1}{4}$        | Linkhead .....                             | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 32 $\frac{1}{4}$        | Skateraw .....                             | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 31                      | East Barns .....                           | 1 $\frac{1}{4}$         |                  | After crossing br. bear to <i>l.</i> and pass under rly. with sharp turn <i>r.</i> beyond. Fairly steep climb for a m. to old quarry on summit, having Traprain Law on <i>l.</i> and the ruins of Hailes                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 29 $\frac{1}{4}$        | Broxburn .....                             | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 27 $\frac{3}{4}$        | Dunbar .....                               | 1 $\frac{1}{2}$         | 30 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | (West Port Corner.)                        |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 27                      | Belhaven .....                             | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | ↓                                          |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 26 $\frac{1}{4}$        | West Barns .....                           | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | (Bridge.)                                  |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 25 $\frac{1}{2}$        | Beltonford .....                           | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 22 $\frac{1}{4}$        | East Linton .....                          | 3 $\frac{1}{4}$         | 35 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | ↑<br>↓                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 20 $\frac{3}{4}$        | Over Hailes .....                          | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

## Route 145.

## BERWICK TO EDINBURGH—continued.

| Miles from<br>Edinburgh | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------|------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 18 $\frac{3}{4}$        | Abbey Mains .....      | 2                       |                  | Castle in valley below. Descent through woods for nearly a m., then a capital fairly level road to old toll house before Haddington, where turn <i>l.</i> ( <i>r.</i> Route 152) down into the town; very bad paving on entering: turn <i>r.</i> into Market St. to Town Hall on <i>l.</i> , or, keep forward on entering the town and take second turn on <i>r.</i> into High St., where George Hotel stands on <i>r.</i> , to Town Hall also on <i>r.</i> |
| 17 $\frac{1}{4}$        | Old Toll House .....   | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 16 $\frac{3}{4}$        | Haddington .....       | 1 $\frac{1}{2}$         | 41 $\frac{1}{4}$ | Leave Town Hall due westwards, passing monument on <i>l.</i> and red stone ch. on <i>r.</i> , and avoiding roads on <i>r.</i> and <i>l.</i> , ascend towards rly. sta., which is passed on <i>r.</i> Road level on the outskirts of the town, subsequently dipping to the bed of a small stream and ascending gradually for nearly 2 m., with long straight level stretch to Gladsmuir. Good surface.                                                       |
| 16 $\frac{1}{4}$        | Haddington Station ... | 1 $\frac{1}{2}$         |                  | Here bear to <i>r.</i> , descending, with rise and fall before Macmerry, through and beyond which village the road becomes rather lumpy; ascent by Muirpark, passing over level rly.-crossing (no gates) near top of hill, and descending into Tranent. Surface fair.                                                                                                                                                                                       |
| 15 $\frac{1}{2}$        | Gateside .....         | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 14 $\frac{1}{4}$        | Ugstonrig .....        | 1 $\frac{1}{4}$         |                  | Passing small fountain in centre of town bear <i>l.</i> then <i>r.</i> ; road level at first then descending almost continuously to Dolphingston, with a lumpy stretch of fairly level running to branch-roads, where bear slightly to <i>r.</i> with a rather rough, uneven descent to Levenhall, bearing to <i>l.</i> at foot of hill. Surface fair as a whole, but variable in parts.                                                                    |
| 13 $\frac{1}{4}$        | Gladsmuir.....         | 1                       | 44 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11 $\frac{1}{4}$        | Macmerry.....          | 2                       |                  | Having the golf links and racecourse on <i>r.</i> , proceed along a level road paved with stone setts for some way, and at the gate of Loretto School bear round to <i>l.</i> to Musselburgh, passing St. Peter's Episcopal Ch. on <i>l.</i> when entering.                                                                                                                                                                                                 |
| 10 $\frac{1}{2}$        | Muirpark .....         | 3 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 9 $\frac{3}{4}$         | Tranent.....           | 3 $\frac{1}{4}$         | 48 $\frac{1}{4}$ | Keep forward through the town, passing old cross and clock tower on <i>r.</i> , to the br., where turn to <i>r.</i> , crossing R. Esk, and entering Fisherrow; well-paved streets.                                                                                                                                                                                                                                                                          |
| 8 $\frac{1}{4}$         | Dolphingston .....     | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 7 $\frac{1}{2}$         | Branch-roads .....     | 3 $\frac{1}{4}$         |                  | Bear to <i>l.</i> at end of Bridge St. into High St.; road level on leaving, paved in centre with good setts and having a narrow strip of macadam on either side, passing over level rly. crossing (no gates) at Fisherrow Harbour, where keep forward ( <i>l.</i> , see note <i>b</i> ) to Magdalene Br., where paving at present ends. It is proposed, however, to lay tramlines along this coast road from Edinburgh                                     |
|                         | ↓                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 6 $\frac{3}{4}$         | Levenhall .....        | 3 $\frac{1}{4}$         | 51 $\frac{1}{4}$ | Keep forward through the town, passing old cross and clock tower on <i>r.</i> , to the br., where turn to <i>r.</i> , crossing R. Esk, and entering Fisherrow; well-paved streets.                                                                                                                                                                                                                                                                          |
| 6                       | Loretto School.....    | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 $\frac{3}{4}$         | Musselburgh.....       | 1 $\frac{1}{4}$         | 52 $\frac{1}{4}$ | Bear to <i>l.</i> at end of Bridge St. into High St.; road level on leaving, paved in centre with good setts and having a narrow strip of macadam on either side, passing over level rly. crossing (no gates) at Fisherrow Harbour, where keep forward ( <i>l.</i> , see note <i>b</i> ) to Magdalene Br., where paving at present ends. It is proposed, however, to lay tramlines along this coast road from Edinburgh                                     |
| 5 $\frac{1}{2}$         | Musselburgh Bridge ... | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 $\frac{1}{4}$         | Fisherrow .....        | 1 $\frac{1}{4}$         | 52 $\frac{3}{4}$ | Keep forward through the town, passing old cross and clock tower on <i>r.</i> , to the br., where turn to <i>r.</i> , crossing R. Esk, and entering Fisherrow; well-paved streets.                                                                                                                                                                                                                                                                          |
|                         | (High Street.)         |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5                       | Fisherrow Harbour ...  | 1 $\frac{1}{4}$         |                  | Keep forward through the town, passing old cross and clock tower on <i>r.</i> , to the br., where turn to <i>r.</i> , crossing R. Esk, and entering Fisherrow; well-paved streets.                                                                                                                                                                                                                                                                          |
| 4 $\frac{1}{2}$         | Magdalene Bridge ..... | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

## Route 145.

## BERWICK TO EDINBURGH—continued.

| Miles from<br>Edinburgh | Places on the<br>Road.                    | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------|-------------------------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                           | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4                       | Joppa Pans .....                          | $\frac{1}{2}$           |        | to Musselburgh and therefore to macadamise the centre of the road; the portion of this extension as far as Joppa has (1897) already been laid. At fork keep to <i>r.</i> ( <i>L.</i> , see note <i>c</i> ). Passing Joppa (salt) Pans on <i>r.</i> road is level to end of the promenade (also on <i>r.</i> ) and rises through Joppa to the level before and through Portobello, now included under Edinburgh. Where Bath St. and Brighton Pl. meet on <i>r.</i> and <i>L.</i> keep forward ( <i>L.</i> , see note <i>d</i> ; <i>r.</i> to pier and promenade) to Municipal Buildings, on <i>r.</i> |
| 3 $\frac{3}{4}$         | Joppa .....                               | $\frac{1}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3 $\frac{1}{4}$         | St. Mark's Episcopal Church .....         | $\frac{1}{2}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3                       | Portobello.....<br>(Municipal Buildings.) | $\frac{1}{4}$           | 55     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2 $\frac{1}{2}$         | Branch-roads .....                        | $\frac{1}{2}$           |        | Follow tramlines round to <i>L.</i> at branch-roads near the brickworks E. of Portobello (straight on, see note <i>c</i> ), with very gradual rise to Piershill, then short decline to beyond rly. br., where road re-ascends to Abbeyhill Sta., where rly. is again crossed, and continues to ascend, by S. Norton Pl. and Regent Rd., still following tramlines and passing High School buildings and Calton Hill on <i>r.</i> , to the level in Waterloo Pl. and General Post Office on <i>L.</i> at E. end of Princes St. Stone setts beside tramlines from Portobello.                          |
| 1 $\frac{1}{2}$         | Piershill.....                            | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| $\frac{3}{4}$           | Abbeyhill Station .....                   | $\frac{3}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| $\frac{1}{4}$           | High School.....                          | $\frac{1}{2}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                         | <b>EDINBURGH</b> .....                    | $\frac{1}{4}$           | 58     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                         | (General Post Office.)                    |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**BERWICK TO EDINBURGH.** *Reverse.*—Leave General Post Office facing Calton Hill and Nelson Monument and following tramlines by Piershill and Portobello to Joppa, where keep forward along the coast to Fisherrow, before which, after crossing rly. lines near harbour, bear to *L.* into the town. From High St. bear to *r.* into Bridge St. and cross R. Esk, then bearing *L.* into Musselburgh. Keep forward, having links on *L.*, to Levenhall, where turn *r.* uphill, and keep to *L.* at fork and straight on at branch roads over rly. br. Bear slightly *L.* then *r.* in Tranent, passing small fountain on *L.*, thence unmistakable to Haddington. Bear to *r.* at Town Hall into High St. and turn *L.* beyond the George Hotel, going forward through a narrow street to old toll-house, where turn sharp *r.* [Or, at Haddington Town Hall keep to *L.* by Market St. and turn *L.* when meeting narrow street at right angles beyond, then forward to toll-house.] At foot of hill before East Linton there is a sharp, dangerous turn to *L.* under rly., then *r.* to br. where river is crossed. Keep to *L.* at fork just beyond Beltonford (*r.* if going direct to Broxburn, see note) and turn to *r.* in Dunbar High St., passing George Hotel on *L.* Easily followed road to beyond Cockburnspath, where at top of hill keep to *L.*; dangerous descent to Tower Br.; keep to *r.* on the ascent beyond. A straightforward road to Ayton, beyond which keep to *L.* at road junction and to *r.* at fork about  $\frac{1}{2}$  m. further; thence unmistakable to Berwick.

**EDITOR'S NOTES.**—(a) At Broxburn a road leaves on *L.*, rejoining the main road at Beltonford and thus avoiding Dunbar. This "direct cut" is undulating and possesses a very fair surface as a rule, but is liable to change at certain seasons, the road being then only fair. Distance, Broxburn to Beltonford,  $3\frac{1}{4}$  m.

(b) An alternative route into Edinburgh, entering the city on the S. side, may be obtained by turning

sharp  $\angle$  just beyond the level rly.-crossing at Fisherrow Harbour, and ascending between two high walls towards New Hailes rly. sta., beyond which a rly. br. is passed under and the village of New Craighall entered. On leaving the village another rly. br. is passed under, the road rising gradually to Niddrie coal pit, where it bends to  $r$ . (sharp turn) and descends to the cross-roads, where keep forward, passing entrance to Niddry House on  $\angle$  and rising slightly to Niddry Mains. Keep straight on at cross-roads beyond ( $r$ : Route 161;  $\angle$  to Craigmillar Castle), pass over Suburban Rly., after which the old mansion house of Peffermill is passed on  $r$ . (said to be that sketched by Scott in "Heart of Midlothian" as the home of the Laird of Dumbiedykes), and the road is easy to Cameron Toll, where Route 136 is met; turn  $r$ . and follow that route into the city, or, after turning  $r$ . at the lamp in centre of road at the toll, turn sharp  $\angle$  a few yards beyond, go under rly. br., and ascend to Mayfield toll, where Route 31 is met, turning  $r$ . into Newington and entering city as on page 39. This alternative route is a much pleasanter way of entering Edinburgh than by Piershill; the road is a picturesque one, quiet, and of good surface. Distance from Fisherrow Harbour to Cameron Toll, 4 m.

(c) Where road forks beyond Magdalene Br. a second alternative road into Edinburgh may be followed by keeping to  $\angle$  up the steady ascent between high banks, from top of which hill road is level by Portobello Cemetery (on  $\angle$ ) and Easter Duddingston and some of the upper houses of Joppa. Keep straight forward over rly., passing Duddingston Mains on  $r$ . and the "Twelve Apostles" on  $\angle$  and passing over cross-roads  $\frac{1}{2}$  m. beyond which road turns  $r$ . at gate of Duddingston policies, descends to a br., and rises to second cross-roads, where turn sharp  $\angle$  (straight on, Route 161), ascending gradually to Duddingston village, where at fork just beyond bear  $r$ ., passing Duddingston Ch. on  $\angle$  and descending a short sharp hill to entrance to Queen's Park. The gates at the foot of this hill are closed at dusk and the hill is therefore *dangerous* at night. Enter the park (very fast riding not allowed), having the beautiful Duddingston Loch below on  $\angle$ , ascend the Windy Gowl (steep, rough) and pass Sampson's Ribs (on  $r$ .)  $\frac{1}{2}$  m. beyond. Bear to  $\angle$  at gate-keeper's house, passing through the gates and ascending to junction with Route 136 at Parkside Works, where bear  $r$ . and follow that route into the city. This second alternative route is even more interesting and picturesque than that in note b, but is more hilly. Distance, Magdalene Br. to Parkside Works, 4 m.

(d) By turning  $\angle$  here up Brighton Pl. and passing under rly. br. the alternative route into Edinburgh described in note c is met at the cross-roads (1 m. from Portobello High St.), where keep straight on. Easily ascending road; good surface.

(e) Road ahead at branch roads here leads into Leith, direct. It is a very lumpy, roughish road and has little or nothing to recommend it, save its shortness.

## ROUTE 146. BERWICK TO ST. ABB'S.

A very undulating road with fairly good surface throughout, and passing through some picturesque scenery at Eyemouth, and on approaching St. Abb's, where the views of the cliff scenery up to St. Abb's Head are remarkably fine. Fast Castle (Wolf's Craig of the "Bride of Lanimermoor") lies on the coast beyond St. Abb's Head.

| Miles from<br>St. Abb's. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                        |
|--------------------------|------------------------|-------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                         |
| 12 $\frac{3}{4}$         | Berwick .....          | ...                     | ...             | Route 145 for 5 $\frac{3}{4}$ m.                                                                                                                                                                                                                                                        |
| 7                        | Fork-roads .....       | 5 $\frac{3}{4}$         | 5 $\frac{3}{4}$ | Here keep to $r$ ., short fall to rly., passing Burnmouth Sta., followed by a slight ascent for 600 yds. or so, and a gradual decline for nearly 2 m. After crossing rly. at Eyemouth turn $r$ ., and without entering village turn to $\angle$ at ch. opposite rly. sta. Good surface. |
| 4 $\frac{1}{2}$          | Eyemouth .....         | 2 $\frac{1}{2}$         | 8 $\frac{1}{2}$ | Short rise and fall beyond, and a long, fairly steep ascent with 500 yds. level at top to Hallydown farm, from which the road descends steeply and is then undulating to Coldingham, into which village turn to $r$ . Surface fairly good.                                              |
|                          | (Railway Station.)     |                         |                 |                                                                                                                                                                                                                                                                                         |
| 3 $\frac{1}{4}$          | Hallydown .....        | 1 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                         |
|                          | ↑                      |                         |                 |                                                                                                                                                                                                                                                                                         |
| 12                       | Eastlaw .....          | 1 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                         |
|                          | ↓                      |                         |                 |                                                                                                                                                                                                                                                                                         |



Route 146. **BERWICK TO ST. ABB'S**—*continued.*

| Miles from<br>St. Abb's. | Places on the<br>Road.                        | Mileage.                |                  | General description of the Road.                                                                                                                                                   |
|--------------------------|-----------------------------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                               | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                    |
| 1 $\frac{1}{4}$          | Coldingham .....<br>(Centre of village.)<br>↓ | $\frac{3}{4}$           | 11 $\frac{1}{2}$ | Bear round to <i>r.</i> in village, then to <i>l.</i> on leaving, thence over an undulating road, keeping to <i>r.</i> at branch-roads, with descent into St. Abb's. Fair surface. |
|                          | ST. ABB'S .....                               | 1 $\frac{1}{4}$         | 12 $\frac{3}{4}$ |                                                                                                                                                                                    |

**BERWICK TO ST. ABB'S. Reverse.**—Leave by road ascending from the village towards Coldingham, before which place bear *r.* and keep to *l.* in village and again *l.* after crossing small stream on leaving. Opposite Eyemouth Sta. turn to *r.* and to *l.*  $\frac{1}{4}$  m. further; keep to *l.* at fork and join Route 145 beyond Burnmouth Sta., thence by reverse of that route to Berwick.

**ROUTE 147. EYEMOUTH TO DUNS.**

A hilly cross-country route with fairly good surface on the whole. There is an alternative road on the other side of the Eye Water between Eyemouth and Ayton, running by reverse of Route 146 from Eyemouth and joining Route 145 about  $\frac{1}{4}$  m. before the branch-roads S. of Ayton. This is also a fairly good road and the distance is practically the same.

| Miles from<br>Duns. | Places on the<br>Road.                  | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------|-----------------------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                         | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 13 $\frac{3}{4}$    | EYEMOUTH .....                          | ...                     | ...              | Leave village in a S.W. direction, passing rly. sta. and having river on <i>l.</i> ; fairly level for 1 $\frac{1}{4}$ m. and rising somewhat stiffly beyond the Ale Water with descent into Ayton, where turn sharp <i>l.</i> on meeting Route 145 in the village. Fair surface.                                                                                                                                   |
| 12 $\frac{1}{2}$    | Cross Ale Water.....                    | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 11 $\frac{1}{4}$    | Ayton .....                             | 1 $\frac{1}{4}$         | 2 $\frac{1}{2}$  | Proceed for $\frac{1}{4}$ m. along reverse of Route 145, crossing the Eye Water and turning <i>r.</i> at branch-roads beyond. Undulating ascent for 2 $\frac{1}{2}$ m.; keep to <i>r.</i> before passing rly. at $\frac{3}{4}$ m. from branch-roads. Still undulating, but easier, towards Chirnside, with steep descent at W. end of that village to junction, on <i>l.</i> , with Route 141, where keep forward. |
| 11                  | Branch-roads .....                      | $\frac{1}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6 $\frac{1}{4}$     | Chirnside .....<br>(Centre of village.) | 4 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5 $\frac{3}{4}$     | Road junction .....                     | $\frac{1}{2}$           | 8                |                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                     | DUNS .....                              | 5 $\frac{1}{4}$         | 13 $\frac{3}{4}$ | Route 141 to Duns.                                                                                                                                                                                                                                                                                                                                                                                                 |

**EYEMOUTH TO DUNS. Reverse.**—Reverse of Route 141 to road junction at W. end of Chirnside. Keep forward, uphill, into village and pass straight through. At road junction just before Ayton turn sharp *l.*, cross Eye Water, and at cross-roads in village turn *r.*, with an easily-followed road down to Eyemouth.

# ROUTE 148. DUNBAR TO TRANENT.

(Via Gifford.)

This route may be said to lie entirely in the bye-ways of East Lothian, and its characteristics are—a fairly good surface throughout, short stiff hills, many twists and turns, and a delightful variety of pastoral scenery, with the prominent Traprain Law and the deep woods beyond Gifford to fill in the picture. The main road between Dunbar and Tranent is detailed in Route 145.

| Miles from Tranent. | Places on the Road.             | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------|---------------------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                 | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 23                  | DUNBAR .....                    | ...             | ...              | Route 145 to West Barns (E. end).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 21 $\frac{3}{4}$    | West Barns .....<br>(East end.) | 1 $\frac{1}{4}$ | 1 $\frac{1}{4}$  | At E. end of village turn up to L., having the cottages on r., cross rly. and pass over the Broxburn—Beltonford Road (Route 145, note), with a fairly level run by the policies of Belton House (on r.) to the entrance to Biel estate, where turn L. and to r. at Pitcox, having the wall of the deer park on r. At branch-roads 1 m. further, turn to L., with gradual ascent towards Stenton. Fairly good surface.                                                                                                                                                                                                                                                                        |
| 21 $\frac{1}{4}$    | Cross-roads .....               | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 20 $\frac{1}{4}$    | Biel Gate .....                 | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 19 $\frac{3}{4}$    | Pitcox .....                    | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 18 $\frac{3}{4}$    | Branch-roads .....              | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 18 $\frac{1}{4}$    | Stenton.....<br>(Church.)       | $\frac{1}{2}$   | 4 $\frac{3}{4}$  | Keep to r. when leaving village, with quick descent to a br. and steep rise on opposite side. At $\frac{1}{2}$ m. beyond the br. turn r., descending under an access br. in the policies of Whittingham, to the Whittingham Water; ascent to Luggate, where turn sharp L. on a fairly easy-going road for nearly $\frac{1}{2}$ m., then descending, passing Traprain Law on r. hand. Very undulating to cross-roads, where keep forward (r. fairly good road to Haddington), ascending. Undulating road, passing through plantations and turning sharp r., then L. towards junction with the Haddington—Gifford Road (see note), with descent beyond and easy rise to Gifford. Fair surface. |
|                     | ↑                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | ↓                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16 $\frac{1}{2}$    | Whittingham .....               | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16 $\frac{1}{4}$    | Luggate .....                   | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | ↓                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 14 $\frac{3}{4}$    | Standingstone .....             | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 13 $\frac{3}{4}$    | Cross-roads .....               | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 12 $\frac{3}{4}$    | Morkham Loan Head ....          | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 11                  | Road junction .....             | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 9 $\frac{3}{4}$     | Gifford (a) .....               | 1 $\frac{1}{4}$ | 13 $\frac{1}{4}$ | At ch. bear to r. and keep forward to branch-roads, where bear to r., thence avoiding all local branch-roads; ascent from the village. Descent to a br., and rise beyond with a fair undulating stretch of road through some very fine woods towards E. Salton, on entering which village turn sharp r., descending.                                                                                                                                                                                                                                                                                                                                                                         |
| 9 $\frac{1}{2}$     | Branch-roads .....              | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7 $\frac{3}{4}$     | Mountpleasant .....             | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7 $\frac{1}{2}$     | Mountfair .....                 | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5 $\frac{3}{4}$     | East Salton .....               | 1 $\frac{3}{4}$ | 17 $\frac{1}{4}$ | Keep straight on, descending past cross-roads and Salton Hall farm to the R. Tyne, turning sharp r. over br. and going uphill to the cross-roads. Easy running to branch-roads, where keep r., passing the rly. and Pencaitland coalpits, to junction with a cross-road where turn L., then r. just beyond, with easy running to road junction and descent into Tranent, where Route 145 is joined. Fairly good surface.                                                                                                                                                                                                                                                                     |
|                     | (Church.)                       |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5 $\frac{1}{4}$     | Cross-roads .....               | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5                   | Salton Hall Mains ....          | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | ↓                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4                   | Cross-roads .....               | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2 $\frac{1}{2}$     | Pencaitland Colliery ...        | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | TRANENT .....                   | 2 $\frac{1}{2}$ | 23               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**DUNBAR TO TRANENT (VIA GIFFORD).** *Reverse.*—Towards E. end of the town bear to *r.* at fork and keep to *l.* at next fork, then again to *r.* at fork on meeting a cross-road  $1\frac{1}{2}$  m. from Tranent. After passing rly. bear *l.* at branch-roads and keep forward over cross-roads, cross R. Tyne, ascending to East Salton, towards the head of which village turn sharp *l.* Bear to *l.*  $\frac{1}{2}$  m. before Gifford to that village, in which keep again to *l.*, passing ch. on *r.* At fork  $1\frac{1}{2}$  m. out keep to *r.*, with turns to *r.* and *l.* nearly  $\frac{3}{4}$  m. further. Keep forward over cross-road and at Luggate turn sharp *r.* downhill. Bear to *l.* beyond the ascent from the Whittingham Water and pass through Stenton, turning to *r.* then bearing to *l.*  $\frac{1}{2}$  m. beyond the village. At Pitcox bear to *l.*, thence unmistakable to West Barns, passing over rly. before that village. On meeting main road turn *r.* and follow reverse of Route 145 to Dunbar.

**EDITOR'S NOTE.**—The Gifford—Haddington Road is very hilly but has a good surface. Distance,  $4\frac{1}{2}$  m.

(a) The "G" in Gifford is pronounced hard, as in "give."

## ROUTE 149. DUNBAR TO NORTH BERWICK.

A very picturesque road passing through some of the most varied scenery in East Lothian, embracing in its course the quaint and ancient villages of Tynninghame and Whitekirk, the deep woods of Binning, the open coast land and sea-scapes near Canty Bay, and the Conical hill, or "law," before North Berwick. The road is an undulating one with a variable surface, but affords good riding as a rule. The m.s.'s. follow the more direct road after Whitekirk mentioned in the note below.

| <i>Miles from<br/>N. Berwick</i> | <i>Places on the<br/>Road.</i>      | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------|-------------------------------------|----------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                     | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 12 $\frac{1}{4}$                 | <b>DUNBAR</b> .....                 | ...                              | ...              | Route 145 to Beltonford.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10                               | <i>Beltonford</i> .....             | 2 $\frac{1}{4}$                  | 2 $\frac{1}{4}$  | Proceed for nearly $1\frac{3}{4}$ m. further along Route 145 (towards East Linton) and turn sharp <i>r.</i> by a long, straight, red-soiled, undulating road over the R. Tyne to Tynninghame village, which lies on <i>l.</i> Very good surface on main road, then variable after leaving Route 145.                                                                                                                                                                                                                                                                                                                                                                                                           |
| 8 $\frac{1}{4}$                  | <i>Branch-roads</i> .....           | 1 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 $\frac{1}{4}$                  | Tynninghame .....                   | I                                | 5                | Keep forward, road ascending short, stiffish hill, then passing through the fine Binning Woods, in which it bears to <i>l.</i> and emerges before Whitekirk; undulating road. Fairly good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                  | (East end.)                         |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 $\frac{1}{2}$                  | Whitekirk .....                     | 1 $\frac{3}{4}$                  | 6 $\frac{3}{4}$  | Bear to <i>r.</i> ( <i>l.</i> , see note a.) at the ch., with a fair, undulating, gradually rising road to Auldham, where turn to <i>l.</i> and to <i>r.</i> about $\frac{1}{4}$ m. further, road descending to the level before Canty Bay (see note). Fairly level for $\frac{3}{4}$ m., then descending towards North Berwick. At $1\frac{1}{4}$ m. after Canty Bay there is a turn to <i>r.</i> , then <i>l.</i> , with a further turn to <i>r.</i> on meeting a road from Whitekirk at right-angles at the Glen, where a small stream is crossed beyond the turn; bear round to <i>l.</i> on approaching North Berwick, and turn sharp <i>r.</i> , then <i>l.</i> , into the town. Good surface generally. |
|                                  | (Church.)                           |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 $\frac{1}{2}$                  | <i>New Maids</i> .....              | I                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3 $\frac{1}{2}$                  | <i>Auldham</i> .....                | I                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 $\frac{3}{4}$                  | <i>Castleton</i> .....              | $\frac{3}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                  | [Tantallon Castle $\frac{1}{2}$ m.] |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 $\frac{1}{2}$                  | <i>Canty Bay</i> .....              | $\frac{1}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                  |                                     |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                  | <b>NORTH BERWICK</b> .....          | 2 $\frac{1}{2}$                  | 12 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                  | (Town Hall.)                        |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**DUNBAR TO NORTH BERWICK.** *Reverse.*—Leaving High St. eastward turn to *r.*, then *l.*, road bearing round to *r.* ascending out of the town. At  $\frac{3}{4}$  m. out turn sharp *l.*, and

at nearly  $\frac{1}{2}$  m. further to *r.*, and *l.* at the bends. At Castleton farm turn *r.*, and to *l.*  $\frac{1}{2}$  m. further on, just beyond which there is a turn to *r.* at Auldham. Bear to *r.* at New Mains to Whitekirk, where, opposite the ch., turn to *l.*, road bearing to *r.* in Binning Woods, thence a straight run to junction with Route 145, where turn sharp *l.* and follow reverse of that route to Dunbar.

EDITOR'S NOTES.—(a) The road to *l.* through Whitekirk village is hilly, and of inferior surface to that described above. There is a steep and dangerous descent before North Berwick. It is, however,  $\frac{1}{4}$  m. shorter than the easier road by Canty Bay.

(b) By turning sharp *r.* beyond Tynninghame village a run through the very beautiful policies of Tynninghame House may be enjoyed, the road ending in the woods on the N.W. shore of Belhaven Bay, across the shallow waters of which a fine view of the rocky coast near Dunbar is to be obtained.

(c) Tantallon Castle (described at the end of Canto V. of Scott's "Marmion") may be visited by passing through the gate into a grass field at Castleton farm.

(d) Boats, or steam launch, may be obtained at Canty Bay hamlet (down on the beach below the road) for visiting the Bass Rock, on which a landing may be effected in calm weather. The charge is ten shillings for a party of eight or under, and two shillings for each additional person.

## ROUTE 150.

### EDINBURGH TO NORTH BERWICK.

Beyond Cockenzie this is one of the best coast runs in Scotland: the seascapes are very fine, and the low-lying ground by the shore, covered with a luxuriant undergrowth, the open grassy golf links of Luffness, and the quaint sleepy villages of Aberlady, Gullane, and Dirleton are all typical of East Lothian, so far-famed for its productive fields. The portion of the route between Levenhall and Prestonpans is at present (1897) in a wretchedly rough and lumpy condition.

| Miles from<br>N. Berwick | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------|------------------------|-------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 22 $\frac{3}{4}$         | EDINBURGH .....        | ...                     | ...             | Route 145 (reverse) to Levenhall.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 16                       | Levenhall .....        | 6 $\frac{3}{4}$         | 6 $\frac{3}{4}$ | Keep to <i>l.</i> along coast, with slight rise and fall at Westpans; road narrows beyond this and becomes very bad, having a wooded cliff on <i>r.</i> , and sea-wall on <i>l.</i> Bear to <i>l.</i> at fork (straight on, to Route 155) descending, then fairly level, but with execrable surface, passing Prestongrange and Morrison's Haven, and again descending to a lumpy bit of level towards Cuthill, where the road bends to <i>r.</i> , then <i>l.</i> into Prestonpans—a small coast town once described as being "zig-zag at both ends and crooked in the middle." Very poor surface. |
| 15 $\frac{3}{4}$         | Westpans .....         | $\frac{1}{4}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 15                       | Morrison's Haven ..... | $\frac{3}{4}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 14 $\frac{1}{2}$         | Cuthill .....          | $\frac{1}{2}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 14                       | Prestonpans .....      | $\frac{1}{2}$           | 8 $\frac{3}{4}$ | The street of this little old-fashioned town is very narrow in parts, and careful riding is necessary; keep forward by the coast on a fairly level stretch of road to Cockenzie. Fair surface.                                                                                                                                                                                                                                                                                                                                                                                                     |
| 13                       | Cockenzie .....        | 1                       | 9 $\frac{3}{4}$ | Keep straight forward, not entering the village, which lies to <i>l.</i> on the shore, with a capital gently-undulating run through low-lying ground by the coast-line, covered with small shrubs and a plenitude of wild flowers in their season.                                                                                                                                                                                                                                                                                                                                                 |
| 12 $\frac{1}{2}$         | Port Seton .....       | $\frac{1}{2}$           |                 | Beyond the entrance to Gosford House, the road turns inland, and on a long straight stretch ascends easily towards Aberlady. Good surface as a whole.                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 8 $\frac{3}{4}$          | Gosford Gate .....     | 3 $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

Route 150. **EDINBURGH TO NORTH BERWICK**

—continued.

| <i>Miles from<br/>N. Berwick</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                   |
|----------------------------------|--------------------------------|----------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                           |
| 7½                               | Aberlady .....                 | 1½                               | 15½           | Towards the end of the village turn sharp <i>l.</i> along a narrow street and then round to <i>r.</i> on reaching the bay, passing the entrance gate to Luffness House on <i>r.</i> beyond. Bear to <i>l.</i> on meeting a road over ¼ m. further, having a fine open run across the links to Gullane, with gradual ascent to that village. Good surface. |
| 5                                | Gullane .....                  | 2½                               | 17¾           | Easy rise for a m. beyond Gullane, and descending, with the grounds of Archertfield on <i>l.</i> , to Dirleton, a trim little place with a fine "village green" in its centre and a hoary old castle surrounded by beautiful gardens, on <i>r.</i> (Admission free on Thursdays.) Good surface.                                                           |
| 4½                               | Muirfield .....                | ½                                |               |                                                                                                                                                                                                                                                                                                                                                           |
| 2½                               | Dirleton.....                  | 2                                | 20½           | Keep straight forward out of the village, having easy running for 1½ m., then descending towards North Berwick, with level road into the town, keeping to <i>r.</i> on entering. Capital surface.                                                                                                                                                         |
|                                  | <b>NORTH BERWICK</b> .....     | 2½                               | 22¾           |                                                                                                                                                                                                                                                                                                                                                           |
|                                  | (Town Hall.)                   |                                  |               |                                                                                                                                                                                                                                                                                                                                                           |

**EDINBURGH TO NORTH BERWICK.** *Reverse.*—Leave High St. westwards, bearing to *r.*, and pass St. Baldred's Episcopal Ch. on *r.* near sta. Beyond Dirleton keep to *r.* at fork and bear to *r.* after crossing a small stream beyond Gullane links, passing entrance to Luffness House on *l.*, and going round coast of Aberlady Bay to the village, where turn sharp *l.*, then *r.*, passing the ch. on *r.* when leaving. Easily followed road by the coast to Levenhall; thence into Edinburgh by Route 145.

**ROUTE 151.****LONGNIDDRY TO NORTH BERWICK.**

(Via Drem.)

An easy road with gentle undulations and fairly good but variable surface. It passes through some of the famous farming ground of East Lothian, and lies amid pleasant, though quiet surroundings.

| <i>Miles from<br/>N. Berwick</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                             |
|----------------------------------|--------------------------------|----------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                     |
| 10¼                              | <b>LONGNIDDRY</b> .....        | ...                              | ...           | Proceeding eastward bear to <i>r.</i> at rly. sta. ( <i>l.</i> , Route 155) on an easily undulating road, keeping to <i>l.</i> at fork near Spittal, passing rly. and crossing over Route 153 at Ballincrieff. Fairly good surface. |
| 10                               | Longniddry Station ...         | ¼                                |               |                                                                                                                                                                                                                                     |
| 9½                               | Harelaw.....                   | ½                                |               |                                                                                                                                                                                                                                     |
| 8½                               | Spittal .....                  | 1                                |               |                                                                                                                                                                                                                                     |



## Route 151. LONGNIDDY TO NORTH BERWICK

—continued.

| Miles from<br>N. Berwick | Places on the<br>Road.               | Mileage.                |                  | General description of the Road.                                                                                                                  |
|--------------------------|--------------------------------------|-------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                      | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                   |
| 7 $\frac{1}{2}$          | Ballincrieff .....<br>(Cross-roads.) | I                       | 2 $\frac{3}{4}$  | Keep forward, having rly. on l. with slight rise beyond the cross-roads, thence gently undulating, passing over rly., to Drem.                    |
| 6 $\frac{1}{2}$          | Mangoswells.....                     | I                       |                  |                                                                                                                                                   |
| 5 $\frac{1}{2}$          | Drem .....                           | I                       | 4 $\frac{3}{4}$  | Here bear to l., with gradual descent towards the Peffer Burn, and rise beyond, keeping to l. when over the br., and again to l. at Fenton Barns. |
| 4 $\frac{1}{4}$          | Cross Peffer Burn .....              | $\frac{3}{4}$           |                  | Pass over the cross-roads, descend to the Mill Burn and ascend towards junction with Route 150 before Dirleton. Fairly good surface.              |
| 4                        | Fenton Barns .....                   | $\frac{3}{4}$           |                  | Route 150 to North Berwick.                                                                                                                       |
| 3 $\frac{1}{2}$          | Cross Mill Burn.....                 | $\frac{1}{2}$           |                  |                                                                                                                                                   |
| 3                        | Road junction .....                  | $\frac{1}{2}$           |                  |                                                                                                                                                   |
| 2 $\frac{1}{2}$          | Dirleton.....                        | $\frac{1}{2}$           | 7 $\frac{3}{4}$  |                                                                                                                                                   |
|                          | NORTH BERWICK .....                  | 2 $\frac{1}{2}$         | 10 $\frac{1}{4}$ |                                                                                                                                                   |

**LONGNIDDY TO NORTH BERWICK. Reverse.**—Leave village westwards and keep to l. at fork  $\frac{1}{2}$  m. out. At Drem bear to r. and pass over rly.; keep to l. at Mangoswells and forward over the cross-roads at Ballincrieff.

## ROUTE 152.

## HADDINGTON TO NORTH BERWICK.

(Via Drem.)

The hills on this road between Haddington and junction with Route 151 are long and very steep, but the view from the summit of Garleton Hill is extensive and is some recompense for the climb. Route 153 is not quite so steep and forms an alternative road, Route 151 being met at Ballincrieff cross-roads. See, also, note below.

| Miles from<br>N. Berwick | Places on the<br>Road.           | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------|----------------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                  | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 9 $\frac{3}{4}$          | HADDINGTON .....<br>(Town Hall.) | ...                     | ...    | At E. end of High St. turn l. along the narrow Hardgate St. on a slightly ascending road to road junction at old toll-house, where keep forward (r., Route 145). Just beyond this there begins a long, very steep climb, which lasts for fully a m.; surface fair. The road rises to the summit of Garleton Hill, from which there is a rapid, winding descent on the N. side, keeping to r. at fork ahead; descent easier for some way but again becoming steep towards junction with Route 151 at right-angles, where turn r. to Drem. Fairly good surface as a whole. |
| 8 $\frac{1}{4}$          | Summit.....                      | 1 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## Route 152. HADDINGTON TO NORTH BERWICK

—continued.

| Miles from<br>N. Berwick | Places on the<br>Road. | Mileage.                |                 | General description of the Road. |
|--------------------------|------------------------|-------------------------|-----------------|----------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.          |                                  |
| 6                        | Road junction .....    | 2 $\frac{1}{4}$         |                 | Route 151 to North Berwick.      |
| 5 $\frac{1}{2}$          | Drem .....             | $\frac{1}{2}$           | 4 $\frac{1}{4}$ |                                  |
|                          | NORTH BERWICK .....    | 5 $\frac{1}{2}$         | 9 $\frac{3}{4}$ |                                  |

**HADDINGTON TO NORTH BERWICK.** *Reverse.*—Reverse of Route 151 to Drem,  $\frac{1}{2}$  m. beyond which place turn sharp *l.* uphill and cross the summit of Garleton Hill, keeping to *r.* at fork near the top. Very steep descent towards Haddington—*dangerous*.

**EDITOR'S NOTE.**—A third road from Haddington to North Berwick goes across county passing to the E. of the village of Athelstaneford. It leaves Route 145 at d.p.  $\frac{1}{4}$  m. E. of Abbey Mains, is very hilly, narrow, and of indifferent surface. The bends and turns are somewhat confusing, though North Berwick Law makes a good landmark to travel towards. The descent into North Berwick, by the western base of the law, is steep. Distance, 9 $\frac{1}{4}$  m.

## ROUTE 153. HADDINGTON TO ABERLADY.

A very hilly road to Ballincreeff, then easy. Surface fairly good on the whole, though generally loose on the long hill out of Haddington. This is the only direct road.

| Miles from<br>Aberlady. | Places on the<br>Road.          | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------|---------------------------------|-------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                 | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5 $\frac{1}{4}$         | HADDINGTON<br>(Town Hall) ..... | ...                     | ...             | Proceed westwards from Town Hall towards the conspicuous pillar-monument, where turn sharp <i>r.</i> , ascending a rather narrow street out of the town. Long stiff climb for 1 $\frac{1}{2}$ m. over the shoulder of Garleton Hill, with an equally long descent, avoiding branch-roads to <i>l.</i> and <i>r.</i> , towards the cross-roads at Ballincreeff, where Route 151 is passed. Fair surface. |
|                         | ↑<br>↑<br>↑                     |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3 $\frac{1}{2}$         | Summit.....                     | 1 $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | ↓<br>↓                          |                         |                 | 3 $\frac{1}{2}$ Keep forward under rly. on a gently undulating road to Aberlady, with sharp turn to <i>l.</i> into that village. Very fair surface.                                                                                                                                                                                                                                                     |
| 1 $\frac{3}{4}$         | Ballincreeff .....              | 1 $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | (Cross-roads.)                  |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                         |
| $\frac{1}{4}$           | Aberlady Mains.....             | 1 $\frac{1}{2}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | ABERLADY .....                  | $\frac{1}{4}$           | 5 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                         |

**HADDINGTON TO ABERLADY.** *Reverse.*—At E. end of village turn sharp *r.* At  $\frac{1}{4}$  m. road bends to *l.* then *r.* Keep forward over the cross-roads at Ballincreeff, thence unmistakable to Haddington, turning to *l.* to Town Hall on reaching that town.

## ROUTE 154. HADDINGTON TO DALKEITH.

An undulating by-road passing through some pleasant scenery at, and beyond, Pencaitland, where the quaint old church on *L* is worthy a visit ; surface very fair throughout.

| Miles from Dalkeith. | Places on the Road.                         | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------|---------------------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                             | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 13 $\frac{3}{4}$     | HADDINGTON<br>(Town Hall.)                  | ...             | ...              | Proceed westward from Town Hall and near pillar monument bear to <i>L</i> at fork on a slightly ascending road ; after crossing a small stream, road slopes gradually upward to beyond 3rd m.s., thence an undulating road terminating in a downward slope to cross-roads (Route 148) and Easter Pencaitland, entering wooded land, crossing R. Tyne and ascending a short hill into Wester Pencaitland. Surface fair at first and improving latterly. |
| 11 $\frac{1}{2}$     | Sunnyside                                   | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8 $\frac{1}{2}$      | Easter Pencaitland                          | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8                    | Wester Pencaitland                          | $\frac{1}{2}$   | 5 $\frac{3}{4}$  | Keep to <i>r.</i> at the stone cross, leaving the village on an undulating road, keeping to <i>L</i> at branch-roads ( <i>r.</i> to Ormiston) ; at park gate turn downhill to <i>r.</i> , with steepish descent to br. over the Tyne, here a small stream, and beyond the br. turn to <i>L</i> . Chiefly ascending to road junction, where on meeting Route 136 turn to <i>r.</i> Very fair surface.                                                   |
| 6 $\frac{1}{2}$      | Branch-roads<br>[Ormiston $\frac{1}{2}$ m.] | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                      |                                             | ↓               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5 $\frac{1}{4}$      | Cross R. Tyne                               | 1 $\frac{1}{4}$ |                  | Route 136 to Dalkeith.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5                    | Oxenford Mains                              | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3 $\frac{3}{4}$      | Road junction                               | 1 $\frac{1}{4}$ | 10               |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                      | DALKEITH                                    | 3 $\frac{3}{4}$ | 13 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**HADDINGTON TO DALKEITH. Reverse.**—Reverse of Route 136 from Dalkeith for 3 $\frac{3}{4}$  m., when (at d.p.) turn sharp *L* through wooded land, having the grounds of Oxenford Castle on *r.* At park gate, after the ascent from the Tyne Br., turn *L* and over a m. further on keep to *r.*, thence a straightforward road to Haddington.

## ROUTE 155. MUSSELBURGH TO ABERLADY.

(Via Longniddry.)

This is an alternative road to a portion of Route 150, but though it avoids the narrow streets of Prestonpans and the poor surface at Morrison's Haven, yet it is not in itself what one would term an attractive road, and the surface is at times very indifferent. The two level crossings on the North British main line are apt to prove hindrances owing to the constant rly. traffic.

| Miles from Aberlady. | Places on the Road.         | Mileage.        |                 | General description of the Road.                          |
|----------------------|-----------------------------|-----------------|-----------------|-----------------------------------------------------------|
|                      |                             | Inter-mediate.  | Total.          |                                                           |
| 9 $\frac{3}{4}$      | MUSSELBURGH<br>(Town Hall.) | ...             | ...             | Route 145 (reverse) to branch-roads at 1 $\frac{3}{4}$ m. |
| 8                    | Branch-roads                | 1 $\frac{3}{4}$ | 1 $\frac{3}{4}$ | Here bear <i>L</i> , surface not so good as on main road  |

Route 155. MUSSELBURGH TO ABERLADY—*continued.*

| <i>Miles from<br/>Aberlady.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------|--------------------------------|----------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                 |                                |                                  |                 | and becoming very indifferent; at $\frac{1}{2}$ m. from branch-roads road bends slightly to <i>L.</i> then round to <i>r.</i> passing over a single line of rly. on the level. (The road to <i>L.</i> before the rly. crossing leads down to Route 150.) Fairly level running, but poor surface, to village of Preston.                                                                                                                                                                                                                                      |
| 6 $\frac{3}{4}$                 | Preston .....                  | 1 $\frac{1}{4}$                  | 3               | Opposite Preston Tower (a little off road on <i>L.</i> ) turn <i>r.</i> on a slight slope, and at top keep round to <i>L.</i> , having rly. on <i>r.</i> ; cross the rly. to <i>r.</i> and re-cross it to <i>L.</i> , beyond, and bear to <i>r.</i> , and at a little more than a m. further, again pass over rly., this time on the level. Road runs on <i>r.</i> of rly. with improved surface and again crosses it on the level. At both of these crossings the gates are very frequently closed. Keep forward, having rly. on <i>r.</i> , to Longniddry. |
| 5 $\frac{3}{4}$                 | Meadow Mill .....              | 1                                |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5                               | [Seton] .....                  | $\frac{3}{4}$                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4 $\frac{1}{2}$                 | Level crossing .....           | $\frac{1}{2}$                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3 $\frac{3}{4}$                 | Level crossing .....           | $\frac{3}{4}$                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3 $\frac{1}{4}$                 | Longniddry .....               | $\frac{1}{2}$                    | 6 $\frac{1}{2}$ | Descent through the village, and slight ascent to the sta., where turn <i>L.</i> towards the sea (straight on, Route 151) with a gentle downward slope to the coast, joining Route 150 and bearing to <i>r.</i> Variable surface.                                                                                                                                                                                                                                                                                                                            |
| 3                               | Longniddry Station ...         | $\frac{1}{4}$                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2 $\frac{1}{2}$                 | Road junction .....            | $\frac{1}{2}$                    | 7 $\frac{1}{4}$ | Route 150 to Aberlady.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                 | ABERLADY .....                 | 2 $\frac{1}{2}$                  | 9 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

MUSSELBURGH TO ABERLADY (VIA LONGNIDDY). *Reverse.*—Reverse of Route 150 from Aberlady for 2 $\frac{1}{2}$  m., when bear *L.*, leaving the coast road. Bear to *r.* at Longniddry sta.; road thence crosses and re-crosses rly. towards Preston. Bear to *r.* at sta. before village, and to *L.* on meeting another road beyond. Keep forward westwards from Preston, cross a single rly. line on the level, bear round to *L.*, and join Route 145 at branch-roads  $\frac{1}{2}$  m. further, where turn *r.* and follow that route to Musselburgh.

## ROUTE 156.

## HERIOT STATION TO MUSSELBURGH.

(Via Pathhead.)

A very variable cross-country route, with roughish surface between Route 110 and Tynehead Sta., and between Route 136 and Inveresk Sta.; the other portions have very good surface. The gradients are mostly downward all the way.

| <i>Miles from<br/>Musselburgh.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                  |
|------------------------------------|--------------------------------|----------------------------------|---------------|----------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                          |
| 14 $\frac{1}{4}$                   | HERIOT STATION .....           | ...                              | ...           | Follow the main road northwards (Route 110) for          |
| 12 $\frac{1}{4}$                   | Road junction .....            | 2                                |               | 2 m., where at road junction turn sharp <i>r.</i> , over |

## Route 156.

HERIOT STATION TO MUSSELBURGH—*continued.*

| Miles from<br>Musselburgh.         | Places on the<br>Road.   | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------|--------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                          | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11                                 | Tynehead Station .....   | 1 $\frac{1}{4}$         | 3 $\frac{1}{4}$  | an open undulating road, leading through the moorland towards Tynehead Sta. Rough surface. After passing the rly. keep forward, avoiding a road to L., and ascending a short sharp hill. A very direct undulating road, with capital surface, to junction with Route 136, where turn L., following that route to Pathhead. Very good surface.                                                                                                                                                                                                                                                                                                                                                         |
| 8 $\frac{3}{4}$<br>7 $\frac{3}{4}$ | Road junction .....      | 2 $\frac{1}{4}$         | 1                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6 $\frac{1}{4}$<br>4 $\frac{3}{4}$ | Pathhead .....           | 1 $\frac{1}{4}$         | 7 $\frac{3}{4}$  | Continue to follow Route 136 to Fordel Mains, beyond which follow a road leaving to r., and descending to another road which is met at right angles; bear sharp L., with winding descent to Crossgatehall Toll, towards which road bears round to L. Turn sharp r., pass rly., and keep to L., with descent by Carberry Mains to cross-roads, where keep forward on an easy, undulating, but rather rough road, crossing rly. at Inveresk Sta. and entering the village. At branch-roads keep to r., descending into Musselburgh. Good surface to Fordel Mains, then indifferent and poor in parts towards Inveresk Sta., but affording fair riding as a whole. Rough paving on entering Musselburgh. |
|                                    | Fordel Mains .....       | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3                                  | Crossgatehall Toll ..... | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                                  | Carberry Mains .....     | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1<br>$\frac{3}{4}$                 | Inveresk Station .....   | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                    | Inveresk .....           | $\frac{1}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                    | MUSSELBURGH .....        | $\frac{3}{4}$           | 14 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                    | (Town Hall.)             |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**HERIOT STATION TO MUSSELBURGH. Reverse.**—Turn r. from Town Hall by Wonder St. and Newbigging. At  $\frac{1}{2}$  m. from Town Hall bear L. into Inveresk and keep to r. at fork in that village, crossing rly. beyond. Pass over cross-roads and at Crossgatehall Toll turn r. over rly. then sharp L., thence avoiding all branch-roads. At  $1\frac{1}{2}$  m. beyond the toll turn sharp r., then L. on gaining the main road. Reverse of Route 136 for 1 m. beyond the lime works, where, at road junction, turn sharp r. to Tynehead Sta. Cross rly. at the sta. and follow the moorland road up to junction with Route 110, where turn L., following main road to Heriot Sta.

## ROUTE 157. DALKEITH TO MUSSELBURGH.

(Via "Duke's Dykes.")

This is shorter than Route 158 and is less hilly, but the paving when leaving Dalkeith and entering Musselburgh is bad. It is a very well sheltered road when ridden in the reverse way in a strong westerly wind, but being overhung for a greater part of the distance by trees takes some time to dry after heavy rain.

| Miles from<br>Musselburgh. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                         |
|----------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------|
|                            |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                          |
| 4 $\frac{1}{2}$            | DALKEITH .....         | ...                     | ...    | Proceed N. along High St., having atrocious setts for about $\frac{1}{4}$ m.; when nearly at entrance to |
|                            | (High Street.)         |                         |        |                                                                                                          |



Route 157. DALKEITH TO MUSSELBURGH—*continued.*

| <i>Miles from<br/>Musselburgh.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------|--------------------------------|----------------------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4                                  | Cross R. South Esk .....       | $\frac{1}{2}$                    |                | Dalkeith Palace, at end of street turn <i>r.</i> , road then bending to <i>l.</i> and descending into the valley with rly. viaduct on <i>r.</i> with a corresponding rise beyond. Road becomes fairly level, then has a slight downward tendency, having the long wall of the palace grounds on <i>l.</i> Avoid a branch-road on <i>r.</i> (to Smeaton Sta.), but turn to <i>r.</i> $\frac{1}{4}$ m. further on passing under rly. to cross-roads, where turn sharp <i>l.</i> (straight on, see note) over a roughish bit of road, to Inveresk Sta. Route 156 into Musselburgh. |
| 3                                  | Newfarm .....                  | 1                                |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| $2\frac{1}{2}$                     | Smeaton .....                  | $\frac{1}{2}$                    |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| $1\frac{1}{4}$                     | Cross-roads .....              | $\frac{3}{4}$                    |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                  | Inveresk Station .....         | $\frac{3}{4}$                    |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                    | MUSSELBURGH .....              | 1                                | $4\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**DALKEITH TO MUSSELBURGH.** *Reverse.*—Reverse of Route 156 to Inveresk Sta., and at cross-roads beyond turn sharp *r.* Road easily followed by the wall of Dalkeith Palace to Dalkeith.

**EDITOR'S NOTE.**—The road straight on at cross-roads leads to the point where Route 155 leaves Route 145 at the branch-roads  $\frac{3}{4}$  m. above Levenhall. It is an easy, undulating stretch, with fairly good surface, and about midway it passes, on *l.*, the ground on which the Battle of Pinkie was fought in 1547.

## ROUTE 158. DALKEITH TO MUSSELBURGH.

(Via Millerhill.)

This, though not so direct a road, is a rather pleasanter way of approaching Musselburgh than by Route 157. The gradients, with the exception of the hill out of Dalkeith and the climb beyond, are easy, and the surface, though rather changeable, is very fair as a rule.

| <i>Miles from<br/>Musselburgh.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                            |
|------------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                    |
| $4\frac{3}{4}$                     | DALKEITH .....                 | ...                              | ...           | Follow Route 136 for a m. out of Dalkeith, and turn to <i>r.</i> where road forks, having a straight, easily descending road, between embankments, towards rly. br. Keep to <i>r.</i> just beyond the br., at the cottages of Wester Millerhill; undulating to Millerhill Sta. Fair surface.                                                                       |
| $3\frac{3}{4}$                     | Fork-roads .....               | 1                                |               |                                                                                                                                                                                                                                                                                                                                                                    |
| 3                                  | Wester Millerhill.....         | $\frac{3}{4}$                    |               | $2\frac{1}{4}$ Easy fall to fairly level stretch towards Old Craighall, where road bends to <i>l.</i> and descends a gradual hill, between high banks, under rly. br. into Monktonhall, beyond which village it rises, and eventually descends, having R. Esk on <i>r.</i> , below, to the level crossing before Musselburgh; gates frequently shut—care required. |
| $2\frac{3}{4}$                     | Easter Millerhill.....         | $\frac{1}{4}$                    |               |                                                                                                                                                                                                                                                                                                                                                                    |
| $2\frac{1}{4}$                     | Millerhill Station .....       | $\frac{1}{4}$                    |               |                                                                                                                                                                                                                                                                                                                                                                    |
| $1\frac{3}{4}$                     | Old Craighall .....            | $\frac{3}{4}$                    |               |                                                                                                                                                                                                                                                                                                                                                                    |
| $1\frac{1}{4}$                     | Monktonhall .....              | $\frac{1}{2}$                    |               |                                                                                                                                                                                                                                                                                                                                                                    |
| $\frac{1}{2}$                      | Level crossing .....           | $\frac{3}{4}$                    |               |                                                                                                                                                                                                                                                                                                                                                                    |

# Route 158. DALKEITH TO MUSSELBURGH—continued.

| Miles from<br>Musselburgh. | Places on the<br>Road.                   | Mileage.                |                | General description of the Road.                                                                                                                                                                                    |
|----------------------------|------------------------------------------|-------------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                          | Inter-<br>medi-<br>ate. | Total.         |                                                                                                                                                                                                                     |
| $\frac{1}{4}$              | Musselburgh Bridge ...                   | $\frac{1}{4}$           |                | Beyond the crossing keep forward, over rather a rough bit of road, and cross the river by second br., bearing round to <i>L.</i> towards the Town Hall on <i>L.</i> Fairly good surface; good setts in Musselburgh. |
|                            | <b>MUSSELBURGH</b> .....<br>(Town Hall.) | $\frac{1}{4}$           | $4\frac{3}{4}$ |                                                                                                                                                                                                                     |

**DALKEITH TO MUSSELBURGH (VIA MILLERHILL).** *Reverse.*—Leaving Town Hall on *r.* proceed along High St. and cross br. to *r.*, turning sharp *L.* when over, having river on *L.* Pass over level crossing (gates) and bear round to *L.* beyond. At Wester Millerhill avoid a road to *r.* and cross rly. On meeting main road (Route 136) turn to *L.* along that route to Dalkeith.

**EDITOR'S NOTE.**—An alternative, but rather more circuitous, way out of Dalkeith may be followed by keeping due S.W. out of High St., passing rly. sta. on *r.*, and going over a good, broad, easy road to Eskbank, where turn sharp *r.*, by Route 110, over rly., down to the br., and up to the branch-roads beyond. Bear to *r.*, through woods, to junction with the main road at the entrance to Dalkeith Palace; here turn *L.*, and *r.* at fork beyond. Thence proceed as detailed above. This alternative road will best suit those who desire to reach Musselburgh direct from Route 110 from the south, as it will enable them to avoid Dalkeith altogether, unless they wish to reach the coast by Route 157, when, of course, Dalkeith must be passed through.

# ROUTE 159. DALKEITH TO EDINBURGH.

(Via Lasswade.)

A hilly road for the most part, and especially steep at Lasswade. The surface is very variable, and is in parts good, and in other parts only indifferent. On the whole, however, it affords very fair riding.

| Miles from<br>Edinburgh. | Places on the<br>Road.                           | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------|--------------------------------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                                  | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $8\frac{3}{4}$           | <b>DALKEITH</b> .....<br>(East Church, High St.) | ...                     | ...    | Leave High St. due S.W., passing rly. sta. on <i>r.</i> , and proceeding by Eskbank Rd. to Eskbank, where take second road on <i>r.</i> , passing a small corner post office on <i>r.</i> at fork. Good surface.                                                                                                                                                                                                                      |
| $8\frac{1}{2}$           | Dalkeith Station .....                           | $\frac{1}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8                        | Eskbank .....                                    | $\frac{1}{2}$           |        | The rly. is passed over at Eskbank sta., and the road becomes gently undulating passing the grounds of Melville Castle on <i>r.</i> , and rising beyond South Melville to top of the hill before Lasswade; fairly good surface. The hill which follows is steep and <i>dangerous</i> , passing down through a rather narrow portion of Lasswade village. It has been the scene of many accidents, and the greatest care is necessary. |
| $7\frac{1}{4}$           | South Melville.....                              | $\frac{3}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $6\frac{3}{4}$           | Lasswade.....<br>↑                               | $\frac{1}{2}$           | 2      | Keep to <i>r.</i> where road forks on the hill, down towards the br. at foot, where there is a somewhat sharp bend to <i>r.</i> , crossing the R. North Esk.                                                                                                                                                                                                                                                                          |
|                          |                                                  |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                       |

## Route 159. DALKEITH TO EDINBURGH—continued.

| <i>Miles from<br/>Edinburgh.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------|--------------------------------|----------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5½                               | Cross Park Burn .....          | 1½                               |               | Long, well-graded ascent on the opposite bank; avoid a road leading to <i>L.</i> (see note <i>c</i> ) and keep forward, road still rising, through wooded ground to open land at top of the hill. After a stretch of easier running, there is a decline towards the small Park Burn, and a rise towards the rly. br., just beyond which turn sharp <i>r.</i> along a deeply wooded lane, emerging to the open before Gilmerton Sta. on <i>r.</i> , beyond which the road meets Route 110, where turn <i>L.</i> up to Gilmerton village. Variable surface, but fairly good as a whole. |
| 4¾                               | Gilmerton Station .....        | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4¼                               | Gilmerton .....                | ½                                | 4½            | Route 110 to Edinburgh.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                  | (Inn.)                         |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                  | <b>EDINBURGH</b> .....         | 4¼                               | 8¾            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**DALKEITH TO EDINBURGH (VIA LASSWADE).** *Reverse.*—Reverse of Route 110 to Gilmerton. Beyond the village but before crossing rly. turn sharp *r.*, passing sta. on *L.* At end of wooded lane turn to *L.* under rly. br. and keep forward. Road bends down to *L.* before Lasswade, where R. North Esk is crossed. Turn uphill to *L.* from the br. and keep straight on to Eskbank. Here take second road on *L.*, ahead, passing Dalkeith Sta. on *L.*, before entering High St.

**EDITOR'S NOTES.**—(a) Edinburgh may be reached by keeping straight forward after passing the rly. br. beyond the Park Burn, but the road is a very hilly one though the surface is fair. Route 31 is joined beyond Liberton by turning sharp *L.* at the inn at that village, and passing the Parish Ch. on *r.*, then bearing to *r.* just beyond, at cross-roads. Or, better still, turn to *r.* at Liberton inn down a capital descent to the cross-roads at the Free Ch., where turn sharp *L.* (care required) towards the city. The lane through wooded land, ahead at the cross-roads, leads on to Route 136, and is a picturesque bit of road, with good surface in dry weather, but rather greasy after rain.

(b) By keeping straight ahead at Eskbank a fairly good road leads to Bonnyrigg, where, at cross-roads, roads lead: *L.*, to Newtonloan (2¼ m.) on Route 110, and *r.*, to Lasswade (¼ m.). The Newtonloan road is very hilly and the road towards Lasswade has a dangerous descent into that village. Continuing forward from Bonnyrigg the road remains fairly good towards Hawthornden. Bear to *r.* after crossing rly. and turn *L.* at Hawthornden Sta.; the road eventually winds down into the beautiful valley below Roslin and ascends a steep hill past the gate of the powder mills to junction with Route 160. This is purely a local road, and is here mentioned on account of its picturesque surroundings. The surface is rather rutty in parts and the road narrow.

(c) The branch road to *L.* on the ascent after Lasswade affords a connection with Loanhead. There is a gradual ascent to that village, where bear to *r.* and keep forward, joining Route 31 at Straiton. If the rider desires a connection towards the south he should turn sharp *L.* just after crossing the rly. in Loanhead, and join Route 31 a m. further on.



# ROUTE 160. EDINBURGH TO ROSLIN.

(Circular.)

The road to Roslin is a favourite one with Edinburgh riders, many of whom, instead of returning as they came, prefer to go back to the city by Seafield and Hillend, as detailed below, thus making a circular run. The attractions of Roslin are so fully set forth in local guide-books that it is unnecessary to speak of them here. Beyond Roslin, on the return journey, the scenery is pleasant, especially near the Pentland Hills.

| Miles from Edinburgh | Places on the Road.    | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                               |
|----------------------|------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                |
| 16½                  | <b>EDINBURGH</b> ..... | ...            | ...    | Route 31 for 6½ m.                                                                                                                                                                                                                                                                                                             |
| 10                   | Bilston .....          | 6½             | 6½     | Turn sharp <i>L.</i> at old toll-house; road level at first, then ascending through trees, with a steep fall beyond to a small br., and a corresponding rise on other side; level from top of hill into Roslin. Fairly good surface.                                                                                           |
| 9                    | Roslin .....           | I              | 7½     | At Royal Hotel corner turn <i>r.</i> (forward, to Chapel and castle ruins) and keep to <i>r.</i> at branch-roads ( <i>L.</i> , downhill to the glen and Hawthornden), then forward, passing over rly. and re-joining Route 31. Turn to <i>r.</i> along the main road for ½ m. and bear <i>L.</i> at fork. Fairly good surface. |
| 7¾                   | Road junction .....    | 1½             |        |                                                                                                                                                                                                                                                                                                                                |
| 7¼                   | Fork-roads .....       | ½              | 9      | A fairly undulating road, variable surface, but generally in good condition, by Seafield, with descent from Damhead and rise to junction with Route 39 at Hillend, followed by a stretch of undulating easy running, and short sharp ascent to the cross-roads at Fairmilehead. Good surface.                                  |
| 6¾                   | Seafield .....         | ½              |        |                                                                                                                                                                                                                                                                                                                                |
| 6                    | Damhead .....          | ¾              |        |                                                                                                                                                                                                                                                                                                                                |
| 5½                   | Road junction .....    | ¾              |        |                                                                                                                                                                                                                                                                                                                                |
| 4¾                   | Bowbridge .....        | ½              |        |                                                                                                                                                                                                                                                                                                                                |
| 4½                   | Fairmilehead .....     | ½              |        |                                                                                                                                                                                                                                                                                                                                |
|                      | <b>EDINBURGH</b> ..... | 4½             | 16½    | Route 39 (p. 48) into Edinburgh. See, also, note below.                                                                                                                                                                                                                                                                        |

**EDINBURGH TO ROSLIN (CIRCULAR).** *Reverse.*—Reverse of Route 39 to Hillend, where bear to *L.*, Route 31 being joined beyond Seafield. After proceeding along the main road for ½ m. turn off to *L.* along a narrow road, passing over rly. before Roslin. At Royal Hotel corner in Roslin turn to *L.*, going through village, and on re-joining Route 31 at Bilston old toll-house bear *r.*, and follow that route (as on p. 39) to Edinburgh.

**EDITOR'S NOTE.**—From Fairmilehead cross-roads there are two alternative ways into the city. To *L.* a hilly, but good, road leads towards Edinburgh by Hunter's Tryst and Colinton Mains, meeting the road from Colinton before reaching the Hydropathic. See note at top of p. 85. The road to *r.* has not quite so good a surface, but is downhill for most of the way, going round by the wall of Morton Hall policies, to Kaims, where Route 31 is met. The surface varies very much on these narrow by-roads, but is in fair order as a rule.

# ROUTE 161. EDINBURGH TO LEITH.

(Via Duddingston and Restalrig.)

This seems an unnecessarily circuitous route when the direct way to Leith from the General Post Office by Leith Walk is only  $1\frac{1}{4}$  m., but it makes a very pleasant suburban run, avoids traffic, and passes through some attractive surroundings, especially near Duddingston. Two shorter circuits are referred to in the note below. The surface, as is frequently the case near a city, varies considerably according to the amount of traffic that passes over it; on the whole, however, the road described below is a quiet one, and the surface is in very fair condition.

| Miles from<br>Leith. | Places on the<br>Road.      | Mileage.                |                | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------|-----------------------------|-------------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                             | Inter-<br>medi-<br>ate. | Total.         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $7\frac{1}{2}$       | EDINBURGH .....             | ...                     | ...            | Route 136 (reverse) to Cameron Toll.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| $5\frac{1}{4}$       | Cameron Toll .....          | $2\frac{1}{4}$          | $2\frac{1}{4}$ | Bear to $\angle$ at lamp on a slightly descending road which presently becomes level and turns to $r.$ , then $\angle$ near Peffermill House, and ascends over the Suburban Rly., with a fall beyond to the level. At cross-roads turn sharp $\angle$ ( $r.$ , to Craigmillar Castle, a most interesting ruin), descending to Duddingston Sta. Surface fair as a whole, but rather lumpy here and there. Keep forward over rly., descending to a level crossing, where the gates are closed at times. |
| $4\frac{3}{4}$       | Peffermill .....            | $\frac{1}{2}$           |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $4\frac{1}{2}$       | Cross-roads .....           | $\frac{1}{4}$           |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $4\frac{1}{4}$       | Level crossing .....        | $\frac{1}{4}$           | $3\frac{1}{4}$ | There is a steady rise beyond, and an easy decline towards Duddingston Loch, with rather an abrupt turn to $r.$ on reaching the loch. Road passes through trees and ascends to Duddingston village, where keep to $r.$ ( $\angle$ , to Queen's Park: see note to Route 145). Fairly good surface.                                                                                                                                                                                                     |
| 4                    | Duddingston Loch .....      | $\frac{1}{4}$           |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $3\frac{3}{4}$       | Duddingston .....           | $\frac{1}{4}$           | $3\frac{3}{4}$ | Gradual decline to the cross-roads at Duddingston Mill, where turn to $\angle$ (forward, to Portobello; $r.$ , to Musselburgh: see notes to Route 145), having road fairly level at first, then ascending a stiffish hill, with a descent on the other side, to the cross-roads at Piershill. Surface fairly good generally.                                                                                                                                                                          |
| $3\frac{1}{4}$       | Cross-roads .....           | $\frac{1}{2}$           |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $2\frac{1}{2}$       | Piershill.....<br>(Church.) | $\frac{3}{4}$           | 5              | Cross the tramlines and go down a hill in front—road narrow, between high walls. Pass under rly. brs., having entrance to Piershill Sta. on $\angle$ , to Restalrig. Surface indifferent about Restalrig.                                                                                                                                                                                                                                                                                             |
| $2\frac{1}{4}$       | Restalrig .....             | $\frac{1}{4}$           | $5\frac{1}{4}$ | Keep forward, avoiding roads to $r.$ and $\angle$ on a gradual ascent, thence a rather roughly-surfaced road to Summerfield, where there is a fall towards the tramlines. Keep forward crossing the links (stone setts) and enter Links Pl. and Charlotte St., turning to $r.$ on meeting tramlines in Constitution St. to Bernard St. corner.                                                                                                                                                        |
| $1\frac{3}{4}$       | Harvehill .....             | $\frac{1}{2}$           |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $1\frac{1}{2}$       | Summerfield .....           | $\frac{1}{4}$           |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| $\frac{3}{4}$        | Leith .....                 | $\frac{3}{4}$           | $6\frac{3}{4}$ | For the Docks, go along Bernard St. and cross wooden swing br., then turn to $r.$ Leith Pier, for pleasure steamers, is best reached by keeping forward when over the wooden br. and entering the Docks by the gate on $r.$ , just beyond the North Leith Rly. Sta.                                                                                                                                                                                                                                   |
|                      | (Bernard Street.)           |                         |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                      | LEITH PIER .....            | $\frac{3}{4}$           | $7\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                      | (Shore end.)                |                         |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



**EDINBURGH TO LEITH. Reverse.**—From the shore end of Leith pier pass over wooden br. to dock gate and turn *L.* along Commercial St. Pass over a second wooden br. and keep forward into Bernard St. Follow tramlines round to *r.*, and, at cross-streets at the Municipal Buildings, turn to *L.* and keep forward over the links and ascend through Summerfield. Avoid all branch-roads beyond Restalrig, pass under two rly. brs., and cross tramlines at top of the hill, going by the road ahead. At cross-roads at Duddingston Mill turn up to *r.* and bear down to *L.* at Duddingston, skirting the loch. At cross-roads beyond Duddingston Sta. turn sharp *r.* and again to *r.* on reaching Cameron Toll. Thence to General Post Office as on p. 140.

**EDITOR'S NOTE.**—This route may be shortened by taking either of the following two roads, both of which are attractive: (1) Reverse of Route 136 to Parkside Works, at end of which bear round to *L.* (road lumpy) and descend to the St. Leonard's Gate of the Queen's Park. Keep to *L.* at the keeper's house up a short hill and bear round to *L.* at the top, having a fine downhill run to Holyrood. The Palace lies over to *L.* Keep forward, passing St. Margaret's Loch on *r.*, and bear to *L.* to the gates at Meadowbank, beyond which the tramlines are met. At the red stone ch. turn sharp *L.* down a narrow hill to Restalrig; thence to Leith as above. Distance from Parkside Works to Restalrig Ch.,  $2\frac{1}{2}$  m. (2) As in (1) to the keeper's house at St. Leonard's Gate, where bear to *r.*, passing the small fountain on *L.* Road descends to "Sampson's Ribs," and again down the steep "Windy Gowl" to Duddingston Loch. Beyond the Duddingston Gate there is a short, stiff ascent, then an easy road to junction with the main route above, where bear *L.*

The gates of the Queen's Park are closed at sunset, but cycles may pass through the small side-gates at the footpath. Riders should moderate their pace when within the Park.

## ROUTE 162. LEITH TO GRANTON.

This can hardly strictly be termed a "Route"; it is merely a detailed description of the best way of reaching Granton from the centre of Leith. The fishing village of Newhaven, though encircled by modern buildings, still retains some of its old-time quaintness and picturesqueness, though that is not of a kind to suit every taste. A road runs S.W. from Granton, forming a link with Routes 163. and 164.

| Miles from Granton. | Places on the Road.               | Mileage.       |                | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------|-----------------------------------|----------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                   | Inter-mediate. | Total.         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| $3\frac{1}{2}$      | Leith .....<br>(Bernard Street.)  | ...            | ...            | From Bernard St. E. corner follow tramlines along Constitution St., passing Post Office and St. James's Episcopal Church on <i>L.</i> , to the large lamp at foot of Leith Walk. Here bear over to <i>r.</i> and follow tramlines along Great Junction St., crossing the Water of Leith before Junction Road Sta. and turning to <i>L.</i> into Ferry Rd. Stone setts rough.                                                                                                                                              |
| $3\frac{1}{4}$      | St. James's Episcopal Church..... | $\frac{1}{4}$  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| $2\frac{1}{2}$      | Ferry Road Corner .....           | $\frac{3}{4}$  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| $1\frac{3}{4}$      | Railway Bridge .....              | $\frac{3}{4}$  |                | Continue to follow tramlines along Ferry Rd. for nearly $\frac{1}{2}$ m., then round to <i>r.</i> along Newhaven Rd., and to <i>L.</i> after passing over rly. Bear to <i>r.</i> down the broad Craighall Rd., with an open view of the sea in front; at foot turn <i>L.</i> along the shore, passing the Chain Pier on <i>r.</i> , and turning round to <i>L.</i> just beyond, passing under a rly. br. and bearing to <i>r.</i> , having rly. on <i>r.</i> to Granton. Stone setts part of the way, then lumpy macadam. |
| $1\frac{1}{4}$      | Newhaven.....                     | $\frac{1}{2}$  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1                   | Trinity .....<br>(Chain Pier.)    | $\frac{1}{4}$  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                     | GRANTON .....<br>(Pier Station.)  | 1              | $3\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

**LEITH TO GRANTON. Reverse.**—At hotel keep eastward, having rly. beside road on *L.* for  $\frac{3}{4}$  m., then turn to *L.* under br. and bear round to *r.* just beyond, along shore.

Before reaching Newhaven harbour, which is seen ahead, turn up Craighall Rd., passing a ch. on *L.* On meeting tramlines turn *L.* and follow tramlines to E. end of Ferry Rd., where bear round to *r.* At foot of Leith Walk take second street on *L.* and continue to follow tramlines to Bernard St.

## ROUTE 163. LEITH TO CRAMOND.

The direct road to Cramond from Leith; very easy to Davidson's Mains, then a little more hilly, but chiefly descending in the forward direction to Cramond Inn. There is no road by the shore from Cramond. Pedestrians, however, are permitted to cross the mouth of the river at the ferry, where the road ends, and walk through the beautiful grounds of Dalmeny (Lord Rosebery). The road surface, as a rule, is capital.

| <i>Miles from<br/>Cramond.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                             |
|--------------------------------|--------------------------------|----------------------------------|---------------|---------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                     |
| 6½                             | Leith .....                    | ...                              | ...           | Route 162 to Ferry Rd. corner.                                      |
| 5½                             | Ferry Road Corner .....        | I                                | I             | Follow tramlines along Ferry Rd. and when they                      |
| 4¼                             | Goldenacre .....               | 1½                               |               | turn off to <i>r.</i> keep forward. The road is straight,           |
| 3½                             | Leith Hospital.....            | ¾                                |               | ascends gradually to Goldenacre, and becomes                        |
| 3¼                             | Crew Cross-roads...            | ¼                                | 3½            | gently undulating, passing the Leith Public                         |
| 2¾                             | Drylaw Mains .....             | ½                                |               | Health Hospital on <i>r.</i> , to the cross-roads at                |
|                                |                                |                                  |               | Crew. Good surface on the whole; rather                             |
|                                |                                |                                  |               | lumpy out of Leith.                                                 |
|                                |                                |                                  |               | Keep forward ( <i>r.</i> , to Granton; <i>L.</i> , to W. end of     |
|                                |                                |                                  |               | Edinburgh) going under two rly. brs., ascending                     |
|                                |                                |                                  |               | gradually beyond Drylaw Mains, passing the                          |
|                                |                                |                                  |               | grounds of Drylaw House on <i>L.</i> , and thence over              |
|                                |                                |                                  |               | an easy road to Davidson's Mains, rising over a                     |
|                                |                                |                                  |               | rly. br. before entering that village. Good                         |
|                                |                                |                                  |               | surface.                                                            |
| 1¾                             | Davidson's Mains .....         | I                                | 4¾            | At end of village bear to <i>r.</i> ( <i>L.</i> , to Route 164) and |
|                                |                                |                                  |               | pass under rly., having a short rise from the br.                   |
|                                |                                |                                  |               | to the grounds of Lauriston Castle on <i>r.</i> , and of            |
|                                |                                |                                  |               | Barnton (now a golf course) on <i>L.</i> A bit of                   |
|                                |                                |                                  |               | level road here under trees is frequently soft, and                 |
|                                |                                |                                  |               | takes some time to dry after rain. There is a                       |
| ¾                              | Cramond House Gate ....        | I                                |               | capital downhill run to the lodge of Cramond                        |
|                                |                                |                                  |               | House, where the road turns abruptly to <i>L.</i> and               |
|                                |                                |                                  |               | again passes beneath trees. At the end of this                      |
| ½                              | Branch-roads .....             | ¼                                |               | avenue bear to <i>r.</i> ; fairly level at first, then              |
|                                |                                |                                  |               | descending and becoming steeper towards                             |
|                                |                                |                                  |               | Cramond Inn. This hill is very dangerous, and                       |
|                                |                                |                                  |               | should not be ridden, as it ends abruptly on the                    |
|                                |                                |                                  |               | open shore beyond the inn. Good surface.                            |
|                                | CRAMOND .....                  | ½                                | 6½            |                                                                     |
|                                | (Inn.)                         |                                  |               |                                                                     |

**LEITH TO CRAMOND. Reverse.**—Ascend the short steep hill from the inn and keep forward (the road to *r.* leads to Cramond Br. Sta. and Route 164), having the wall of Cramond House policies on *L.* At ½ m. from the inn turn to *L.* After passing under rly. br. before Davidson's Mains bear *L.* and pass through the village, keeping to *L.* where road forks and passing over rly. Thence an unmistakable road into Leith. From E. corner of Ferry Rd. as in reverse of Route 162.

# ROUTE 164. EDINBURGH TO SOUTH QUEENSFERRY.

From the earlier days of cycling until now this has been a favourite road with local riders. Some years ago the surface was considered to be the finest in Scotland, but since the building of the Forth Br., and the consequent heavy coach traffic for the conveyance of tourists to Queensferry, the road has suffered considerably. Still, there are portions of this route where the surface is excellent, and throughout it is good. The hills are rather trying in one or two places, especially beyond Cramond Br. on the forward journey, and at the Hawes Brae on the reverse route. Beyond Queensferry a road leaves to *L.*, joining Route 165.

| Miles from<br>S. Queensferry. | Places on the<br>Road.                    | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------|-------------------------------------------|-------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                           | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9 $\frac{1}{4}$               | EDINBURGH .....<br>(General Post Office.) | ...                     | ...             | From General Post Office go westwards along Princes St., and just beyond the Caledonian Sta. bear to <i>r.</i> by Queensferry St., descending, and keeping to <i>r.</i> , to the Dean Br., from which a wide view is had of a portion of the city over to <i>r.</i> There is a further descent beyond the br., road bending round to <i>L.</i> , then running straight and level for some distance, passing Daniel Stewart's College on <i>L.</i> Slight rise to Craighleith Sta., and a dip to Blackhall. Fine broad road with very good surface as a rule.                                                                                                                                                                          |
| 8 $\frac{1}{2}$               | Princes Street Station..                  | 3 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8                             | Dean Bridge.....<br>(Trinity Church.)     | 3 $\frac{1}{2}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 7 $\frac{1}{2}$               | Daniel Stewart's Coll...                  | 1 $\frac{1}{2}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6 $\frac{3}{4}$               | Craighleith Station .....                 | 4 $\frac{1}{4}$         |                 | Keep forward ( <i>L.</i> , see note <i>a</i> ) up a long easy slope, then over a fairly level road by Davidson's Mains (where, at the triangular piece of grass plot on <i>r.</i> , a road leaves for Cramond, joining Route 162), after which there is an ascent through wooded land and a long downhill run past Barnton Hotel ( <i>b</i> ) and Sta. (on <i>r.</i> ) to Cramond Bridge. Very good surface.                                                                                                                                                                                                                                                                                                                          |
| 6 $\frac{1}{2}$               | Blackhall .....                           | 1                       | 2 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5 $\frac{1}{2}$               | [Davidson's Mains] ...                    | I                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4 $\frac{1}{4}$               | Barnton Hotel.....                        | I $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3 $\frac{3}{4}$               | Cramond Bridge.....<br>↑                  | 1 $\frac{1}{2}$         | 5 $\frac{1}{2}$ | Beyond the br. there is a long stiff climb for $\frac{1}{2}$ m., then level by Cotmuir ( <i>c</i> ), and descending for another $\frac{1}{2}$ m. Undulating to the Dolphington Burn and ascending to beyond the fork-roads, where keep forward ( <i>L.</i> , Route 165). From the top of the hill there is a long descent towards South Queensferry, easy at first, then steep and somewhat dangerous towards the foot. This hill, which has been the scene of many unfortunate accidents, should be ridden very carefully and with the machine completely under control. At the foot the Forth Br. is passed under ( <i>d</i> ) and the road is practically level into Queensferry. Very good surface.<br>(Route 89 is joined here.) |
| 3                             | Cotmuir .....                             | 3 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                             | Cross Dolphington Burn..                  | I                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| I $\frac{1}{2}$               | Fork-roads .....                          | 1 $\frac{1}{2}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                               | Hawes Brae ...                            | ↕                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1 $\frac{1}{2}$               | The Forth Bridge .....                    | I                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                               | SOUTH QUEENSFERRY<br>(Town Hall.)         | 1 $\frac{1}{2}$         | 9 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

EDINBURGH TO SOUTH QUEENSFERRY. *Reverse.*—Leave due eastwards, pass under S. end of Forth Br., thence an unmistakable road towards Edinburgh, keeping to *r.*

beyond Craigleith Sta. and to *L.* before Daniel Stewart's College, and crossing the Dean Br. Enter the city by Queensferry St. and bear to *L.* at the large lamp, going along Princes St. to General Post Office.

EDITOR'S NOTES.—(a) By turning to *L.*, just at end of Blackhall village, along a narrow level road, the hill in front is avoided and the surroundings become more varied. The main road is re-joined before Davidson's Mains.

(b) Beyond Barnton Hotel a narrow road leaves on *L.* forming a link with Route 91. At  $\frac{1}{4}$  m. after leaving the Queensferry Rd. bear round to *r.*, then to *L.*, road undulating. The Forth Br. rly. is passed before joining Route 91. Distance, 2 m.

(c) Another cross country road, rather longer than the foregoing, leaves to *L.* at Cotmuir. It is fair and undulating. After passing through Craigie Wood bear down to *L.*, going under rly. At fork after passing another rly. keep forward for Kirkliston, or bear to *L.* for Boathouse Br., Route 91 being joined in either case. Kirkliston  $3\frac{1}{4}$  m.

(d) Just after passing under the Forth Br. there is a ferry pier on *r.*, where communication with North Queensferry is obtained. See Route 167.

(e) The road beyond South Queensferry (rather rough in parts) leads to the few houses by the shore known as Society. Here it turns inland, then bears to *r.* and passes through the beautiful grounds of Hopetoun House. The ride may be continued to Abercorn or Winchburgh, at which latter place Route 91 is joined. See Route 165.

## ROUTE 165. EDINBURGH TO LINLITHGOW.

(Via Dalmeny.)

A very tortuous cross-country road, with several rather sharp turns. Gradients long, but easy, and surface good. A pleasant circular run from Edinburgh may be obtained by following this route to Linlithgow, and returning by Route 91.

| Miles from<br>Linlithgow | Places on the<br>Road.  | Mileage.                |                  | General description of the Road.                                          |
|--------------------------|-------------------------|-------------------------|------------------|---------------------------------------------------------------------------|
|                          |                         | Inter-<br>medi-<br>ate. | Total            |                                                                           |
| 18 $\frac{3}{4}$         | <b>EDINBURGH</b> .....  | ...                     | ...              | Route 164 for 7 $\frac{3}{4}$ m.                                          |
| 11                       | Fork-roads .....        | 7 $\frac{3}{4}$         | 7 $\frac{3}{4}$  | Bear to <i>L.</i> with easy rise by Easter Dalmeny and a                  |
| 10 $\frac{1}{2}$         | Dalmeny .....           | $\frac{3}{2}$           |                  | decline through Dalmeny, beyond which the rly.                            |
| 9 $\frac{1}{2}$          | Road junction .....     | 1                       |                  | is passed. Easy running to road junction, where                           |
|                          |                         |                         |                  | turn to <i>r.</i> , following a portion of Route 89 for                   |
| 8 $\frac{1}{4}$          | Road junction .....     | 1 $\frac{1}{4}$         |                  | nearly $\frac{1}{2}$ m., and turning sharp <i>L.</i> over an              |
|                          |                         |                         |                  | undulating road to junction, on <i>r.</i> , with a road                   |
| 6 $\frac{3}{4}$          | Newton .....            | 1 $\frac{1}{2}$         | 12               | from Queensferry. Keep to <i>L.</i> , uphill, with long                   |
| 5 $\frac{1}{4}$          | Whitequarries .....     | 1 $\frac{1}{2}$         |                  | ascent to Newton. Good surface.                                           |
| 3 $\frac{1}{2}$          | Merrylees .....         | 1 $\frac{3}{4}$         |                  | In $\frac{1}{4}$ m. turn to <i>L.</i> , then to <i>r.</i> at Woodend just |
|                          |                         |                         |                  | beyond, having the grounds of Hopetoun on <i>r.</i>                       |
| 2 $\frac{1}{4}$          | Champany .....          | 1 $\frac{1}{4}$         | 16 $\frac{1}{2}$ | Keep straight forward, road descending. From                              |
|                          |                         |                         |                  | a small br. there is a steady, easy ascent for $\frac{3}{4}$ m.,          |
|                          |                         |                         |                  | then a fairly level road to Champany. Good                                |
|                          |                         |                         |                  | surface.                                                                  |
|                          | <b>LINLITHGOW</b> ..... | 2 $\frac{1}{4}$         | 18 $\frac{3}{4}$ | Bear round to <i>L.</i> with rise and fall beyond, and                    |
|                          | (Cross.) .....          |                         |                  | over an easy road to beyond Burghmuir, having                             |
|                          |                         |                         |                  | a descent towards Linlithgow, and easy rise into                          |
|                          |                         |                         |                  | that town. Good surface.                                                  |

EDINBURGH TO LINLITHGOW (VIA DALMENY). *Reverse.*—Leaving the town eastwards, bear to *L.* at fork. Avoid all branch-roads; bear to *L.* beyond Burghmuir. At Champany go round to *r.* and keep forward to Whitequarries, and turn *L.* at fork beyond. At

$\frac{3}{4}$  m. further turn sharp *L.*, and sharp *r.* just after, and at  $1\frac{3}{4}$  m. further bear round to *r.* (*L.*, to Queensferry). A m. beyond this last turn bear to *r.*, and then to *L.* less than a  $\frac{1}{4}$  m. along the road. On meeting the main road beyond Dalmeny bear *r.*, and follow reverse of Route 164 to Edinburgh.

## ROUTE 166. EDINBURGH TO PERTH.

A very good main road throughout, with really excellent surface in parts. With the exception of the stiff climb out of Burntisland, the ascent over the western portion of Moncrieff Hill, and the stiff uphill pull (reverse direction) in Edinburgh, the gradients are easy. After Kinross, and especially in Glen Farg, the scenery is beautiful. The m.s.s. are variable, and one or two incorrectly placed.

| Miles from Perth. | Places on the Road.         | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------|-----------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                             | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 40 $\frac{1}{4}$  | <b>EDINBURGH</b> .....      | ...             | ...              | From General Post Office go westward along Princes St., for over $\frac{1}{4}$ m., and, at the Royal Institution (on <i>L.</i> ), turn to <i>r.</i> up S. Hanover St., following tramlines. Long descent by Dundas St. and Pitt St. to the level before Brandon Terr., where continue to follow tramlines round to <i>r.</i> , and then to <i>L.</i> , over the Water of Leith and on to Goldenacre. Stone setts fairly smooth.                                                                                                                              |
|                   | (General Post Office)       |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 39 $\frac{3}{4}$  | Statue of George IV. ....   | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 39 $\frac{1}{4}$  | Corner of Eyre Place ....   | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 38 $\frac{1}{2}$  | Goldenacre .....            | $\frac{3}{4}$   | 1 $\frac{3}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                   | (St. James's Episcopal Ch.) |                 |                  | Beyond the ch., on meeting a road at right angles (Route 163), turn <i>L.</i> , and bear round to <i>r.</i> opposite the Free Ch., crossing rly. beyond. Broad, level road for over $\frac{1}{2}$ m., then bearing round to <i>L.</i> there is a descent to Granton Hotel, where bear <i>r.</i> , and keep forward to the rly. sta. and pier.                                                                                                                                                                                                                |
| 38 $\frac{1}{4}$  | Branch-roads .....          | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 37 $\frac{1}{4}$  | Corner of Wardie Cres. .    | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 37 $\frac{1}{4}$  | Granton Station .....       | $\frac{1}{2}$   | 3                | Enter the station and book for the ferry, at the office there, then go forward to the pier end of the platform, and down the sloping access-way to the steamer. [About six boats a day: see rly. time tables. Fare, passenger 10d. (cabin), 5d. (steerage), and bicycle, 6d.].                                                                                                                                                                                                                                                                               |
|                   | (and Pier.)                 |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                   | [Ferry.]                    |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 32 $\frac{1}{4}$  | Burntisland .....           | 5               | 8                | From the pier cross some rly. lines on the level and bear to <i>L.</i> Pass under rly. br. and turn <i>r.</i> through the town. Before reaching the links bear to <i>L.</i> at fork (straight on, Route 181). Gradual rise towards the cross-roads with a short steep ascent just before reaching them. At $\frac{1}{2}$ m. further, the long arduous ascent of the Binn Hill begins. This hill is very stiff at the beginning, and near the top, with a continuous, fairly steep intermediate gradient, and the surface is rather loose and rough in parts. |
|                   | (Pier.)                     |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 31 $\frac{3}{4}$  | Fork-roads .....            | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 31 $\frac{1}{2}$  | Cross-roads .....           | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 31                | Distillery .....            | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                   | ↑<br>↑<br>↑<br>↑<br>↑<br>↑  |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 29 $\frac{1}{2}$  | Summit.....                 | 1 $\frac{1}{2}$ | 10 $\frac{3}{4}$ | Winding descent towards the cross-roads, and a long, fairly stiff climb through wooded land to Stewart's Arms Inn, and a gradual decline, passing a large peat-bog on <i>L.</i> , towards Cowdenbeath. Good surface on whole; uneven in parts.                                                                                                                                                                                                                                                                                                               |
|                   | ↓                           |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 28 $\frac{1}{2}$  | Cross-roads .....           | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 27                | Stewart's Arms Inn ...      | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



## Route 166.

EDINBURGH TO PERTH—*continued.*

| <i>Miles from<br/>Perth.</i> | <i>Places on the<br/>Road.</i>   | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------|----------------------------------|----------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                  | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 25 $\frac{1}{2}$             | Cowdenbeath .....                | 1 $\frac{1}{2}$                  | 14 $\frac{3}{4}$ | After passing rly., road bears slightly to <i>r.</i> , and ascends gradually, then declines, beyond, for a m., to the Fitty Burn. Fine undulating run for 2 m., with downward trend, and a gradual rise to Blairadam Sta. Easy running, beside rly., for nearly a m., to Gairneybridge, and slight rise and fall to Kinross, crossing rly. at Loch Leven Sta. The loch and castle are well seen to <i>r.</i> Good surface.                                                                                              |
| 23 $\frac{3}{4}$             | <i>Cross the Fitty Burn</i> .... | 1 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 22                           | Blairadam Inn.....               | 1 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 20 $\frac{3}{4}$             | Blairadam Station .....          | 1 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 19 $\frac{1}{4}$             | <i>Gairneybridge</i> .....       | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 18                           | Loch Leven Station ...           | 1 $\frac{1}{4}$                  |                  | Proceed straight through the town, passing Post Office on <i>L.</i> ; street rather narrow at one part. Fairly level running, passing St. Paul's Episcopal Ch. and Rectory on <i>r.</i> , towards Milnathort, with a slight rise over rly. br. before the town. At ch. and hotel bear slightly to <i>r.</i> ( <i>L.</i> to the Dollar Rd.), and at cross-roads just beyond bear again to <i>r.</i> ( <i>L.</i> , Route 174) and keep forward. Surface good, but a little lumpy at Milnathort.                           |
| 17 $\frac{1}{2}$             | Kinross .....                    | $\frac{1}{2}$                    | 22 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 17                           | St. Paul's Episcopal Ch.         | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 15 $\frac{3}{4}$             | Milnathort .....                 | 1 $\frac{1}{4}$                  | 24 $\frac{1}{2}$ | Slight rise from the town, then easy to fork-roads, where keep to <i>L.</i> ( <i>r.</i> , Route 190). Very easy ascent for 1 $\frac{1}{2}$ m., then level, and a delightful run through picturesque surroundings to Glen Farg Sta. Capital surface.                                                                                                                                                                                                                                                                     |
| 14 $\frac{3}{4}$             | <i>Fork-roads</i> .....          | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11                           | Glen Farg Station .....          | 3 $\frac{3}{4}$                  | 29 $\frac{1}{4}$ | Gradual descent towards the glen, surface not so good at first but improving as the glen is passed into. The road continues to wind down this romantic valley and the ease of the gradient affords splendid running. At one part the rly. viaduct is passed under and the grandeur of the immediate surroundings just beyond is very striking. At Bein Inn Route 189 is joined on <i>r.</i>                                                                                                                             |
| 8 $\frac{1}{2}$              | Bein Inn .....                   | 2 $\frac{1}{2}$                  | 31 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6 $\frac{1}{2}$              | [Aberargie] .....                | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4                            | Bridge-of-Earn .....             | 2 $\frac{1}{2}$                  | 36 $\frac{1}{4}$ | Cross the br., road bearing round to <i>L.</i> , having the grounds of Moncrieff House on <i>r.</i> Level for over a m., then ascending over the shoulder of Moncrieff Hill, attaining a height of 182 ft. at one point, and descending into Perth, crossing rly. Pass through the South Inch (or park) by a fine avenue, at the end of which turn <i>r.</i> , and then to <i>L.</i> along riverside and under a rly. br. to Municipal Buildings on <i>L.</i> Good surface, but roughish near Perth and lumpy latterly. |
| 2                            | <i>Top of Hill</i> .....         | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                              | Perth .....                      | 2                                | 40 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                              | (City Chambers.)                 |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**EDINBURGH TO PERTH.** *Reverse.*—Go along Tay St., having river on *L.*, pass under rly. br., and turn sharp *r.* Just beyond turn *L.*, through an avenue, and leave by the Edinburgh Rd., keeping straight forward. In Milnathort keep to *L.* at fork, pass straight through Kinross, cross rly. beyond, and avoid all branch and cross-roads to near Cowdenbeath, where keep to *L.* and pass over a rly., and keep again to *L.* beyond. Unmistakable to Burntisland. Pass through town, go under rly. br., and bear round to *L.*, having harbour on *r.* Cross some level rly. lines on *r.* near sta., passing down to steamboat pier. Ferry (passenger 10d., or 5d.; bicycle 6d.) to Granton. On disembarking keep forward at end of pier, passing Granton Hotel on *L.*, and bear round to *L.*, up an ascent, just past the hotel. On meeting Route 163 at right-angles (Free Ch. in front) turn *L.*, and turn *r.* nearly  $\frac{1}{4}$  m. further, following tramlines into the city. Ascend Pitt St., and go down S. Hanover St. to Princes St., and bear *L.* to General Post Office.

## ROUTE 167. NORTH QUEENSFERRY TO DUNFERMLINE.

A hilly road with good surface throughout. Telegraph wires all the way, except for a  $\frac{1}{4}$  m. after Ferry Toll, where they are taken across a field.

| Miles from Dunfermline | Places on the Road.                 | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------------|-------------------------------------|-----------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                     | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 $\frac{3}{4}$        | <b>NORTH QUEENSFERRY</b><br>(Pier.) | ...             | ...             | From pier, follow the winding road up to <i>L.</i> , keeping up at the base of the cliffs, passing and re-passing rly., to branch-roads at Ferry Toll. Here three roads are met; take the centre one, bearing slightly to <i>L.</i> up an easy ascent, followed by a level stretch and a short steepish climb, a branch-road from Inverkeithing joining on <i>r.</i> at top. The road descends for $\frac{3}{4}$ m., quickly at first, then gradually; thence easy undulations, crossing rly., to Queen Margaret's Stone ( <i>a</i> ), which stands near the wayside. Good surface.                         |
| 4 $\frac{1}{2}$        | Ferry Toll .....                    | 1 $\frac{1}{4}$ | 1 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3 $\frac{3}{4}$        | ↑ Road junction ...                 | $\frac{3}{4}$   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 2                      | Queen Margaret's Stone ...          | 1 $\frac{3}{4}$ | 3 $\frac{3}{4}$ | From here there is a slight fall, followed by $\frac{1}{2}$ m. of easy running, but re-ascending beyond by two fairly stiff ascents to junction on <i>r.</i> with a road from Aberdour (see note to Route 180). Dunfermline is entered by Hospital Hill and St. Leonard's Pl. Keep straight on past St. Leonard's Works, the road forking just before rly. br.; keep to <i>L.</i> through br. along Netherton Broad St., at end of which turn sharply to <i>r.</i> up a steep hill by Moodie St., Gibb St., St. Margaret St., and Guildhall St., to the Cross. Good surface; rather lumpy into Dunfermline. |
| 1                      | ↑ Hospital Hill .....               | 1               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                        | Dunfermline ...<br>(Town Cross.)    | 1               | 5 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**NORTH QUEENSFERRY TO DUNFERMLINE.** *Reverse.*—From Cross go by Guildhall St., St. Margaret St., Gibb St., and Moodie St.—this latter being steep, and requiring care in descending. At foot turn sharp *L.* by Netherton Broad St., pass under rly. br.,

and leave by St. Leonard's Pl. and Hospital Hill. At fork (d.p.) keep to *r.*, and when approaching South (Queensferry) avoid a road on *l.* leading to Inverkeithing, and keep forward at Ferry Toll down to the pier. (Ferry over to South Queensferry and Route 164. See time tables.)

(a) The inscription runs: "According to tradition, Margaret, afterwards Queen of Malcolm Canmore rested on the above stone A.D., 1069, when on her way to Dunfermline."

## ROUTE 168. DUNFERMLINE TO STIRLING.

As far as Alloa this route follows what is known as the "high" road, the "low" road being described in Route 169. But after Alloa the low road is taken, as being the easier, the high road by Tullibody being treated of in the note below. The road is rather hilly from Comrie to Clackmannan, but is thence almost level to Stirling, and the surface is good, as a whole, throughout. The m.s.s. after Kennet are measured by the "low" road, and by Tullibody after Alloa.

| <i>Miles from Stirling.</i> | <i>Places on the Road.</i>       | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------|----------------------------------|-----------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                  | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 21 $\frac{1}{4}$            | Dunfermline ...<br>(Town Cross.) | ...                   | ...              | From High St., proceed N. by Bath St. and Pilmuir St., and to <i>l.</i> along Foundry St., at end of which bear to <i>r.</i> , then <i>l.</i> along main road due westward, passing some colliery rly. lines. Rough paving in the town. Road ascends for over a m. and is gently undulating towards Carnock; keep to <i>l.</i> at fork ( <i>r.</i> , Route 171). Rough surface out of Dunfermline, then good.                                                                                                                                                                                                                                       |
| 18 $\frac{1}{2}$            | Fork-roads .....                 | 2 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 18                          | Carnock.....                     | $\frac{1}{2}$         | 3 $\frac{1}{4}$  | Bear round to <i>r.</i> in the village, then to <i>l.</i> , and keep forward, avoiding a branch-road on <i>r.</i> Descent to Comrie village, beyond which there is an ascent for a m., and a quick decline (1 in 24—20) towards Bogside Sta. A stiffish rise beyond the sta. for about $\frac{1}{2}$ m., passing through plantations near top, where road is for some way level, then a re-descent over the cross-roads to Kennet, where Route 169 is joined on <i>l.</i> Good surface.                                                                                                                                                             |
| 17                          | Oakley .....                     | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 16 $\frac{1}{2}$            | Comrie .....                     | $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 13 $\frac{1}{2}$            | Bogside Station .... ↓           | 3                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 11                          | Cross-roads .....                | 2 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 10 $\frac{3}{4}$            | Road junction .....              | $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 10 $\frac{1}{2}$            | Kennet .....                     | $\frac{1}{4}$         | 10 $\frac{3}{4}$ | Easy running towards Clackmannan, beyond which there is a dip down to a br., and a rise to road-junction. Bear <i>l.</i> , having a fairly level road to Alloa. Bear to <i>l.</i> , on entering the town, to Post Office, adjoining the Crown Hotel.                                                                                                                                                                                                                                                                                                                                                                                                |
| 9 $\frac{1}{4}$             | [Clackmannan] .....              | 1 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7 $\frac{1}{2}$             | Alloa (a) .....                  | 1 $\frac{3}{4}$       | 13 $\frac{3}{4}$ | Leaving Post Office on <i>r.</i> , keep forward for some little way to cross-streets, and bear to <i>r.</i> Stone setts in the town, then rather lumpy macadam to level rly. crossing (gates frequently shut). Keep forward on a level road to Cambus, which lies on <i>l.</i> , the road bending round to <i>r.</i> beyond, and ascending very slightly to junction with the "high" road by Tullibody. Bear <i>l.</i> , cross rly., and also R. Devon, the br. over which is narrow. Good level running to Causewayhead, having the Abbey Craig and Wallace Monument on <i>r.</i> before that village. Fairly good surface; rather lumpy in parts. |
|                             | Post Office.)                    |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 5 $\frac{1}{2}$             | [Cambus] .....                   | 2 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4 $\frac{1}{2}$             | Road junction .....              | $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4 $\frac{1}{4}$             | Bridgend .....                   | $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2 $\frac{1}{2}$             | Craigmill .....                  | 1 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

Route 168. **DUNFERMLINE TO STIRLING**—*continued.*

| Miles from<br>Stirling. | Places on the<br>Road.                         | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------|------------------------------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                                | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1 $\frac{3}{4}$         | Causewayhead.....                              | $\frac{3}{4}$           | 19 $\frac{1}{2}$ | On meeting the single line of tramrails bear to <i>L.</i> (forward, Route 176; <i>r.</i> , Route 174) on a broad, level road towards Stirling; surface uneven, owing to constant traffic. Pass under rly. br. and across R. Forth, then bear slightly to <i>L.</i> , over level crossing, and follow tramlines up Wallace St., and to <i>L.</i> into Barnton St. and Murray Pl. to King St. corner, on <i>r.</i> Fairly good paving in Stirling. |
| $\frac{1}{2}$           | Level Crossing.....                            | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                         | <b>STIRLING</b> .....<br>(King Street Corner.) | $\frac{3}{4}$           | 21 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**DUNFERMLINE TO STIRLING.** *Reverse.*—Proceed by Murray Pl. and follow tramlines by Barnton St., passing Post Office on *r.*, and to *r.*,  $\frac{1}{4}$  m. beyond, down Wallace St., over R. Forth and under rly. br. to Causewayhead. Here turn *r.*, and at fork, after crossing R. Devon and rly., bear to *r.* In Alloa, beyond the large ch. passed on *r.*, turn to *L.*, passing Post Office on *L.* Keep forward through the town for about  $\frac{1}{4}$  m. and bear *r.* along main road, having rly. on *L.* At fork turn *r.* and keep to *L.* at fork near ch. (*r.* to Clackmannan). At fork at Kennet bear *L.* and pass over cross-roads. In Carnock bear round to *r.* then *L.*, thence unmistakable to Dunfermline. Enter by Foundry St. and turn *r.* by Pilmuir St. and Bath St. to High St.

**EDITOR'S NOTE.**—(a) The "high" road out of Alloa by Tullibody is not so level as the "low" road described above. Leave Alloa by Mar St. and Mar Pl., crossing rly. W. of the sta. Road is fairly level for over a m., then ascends gradually, falls through the village of Tullibody and joins the low road at road junction at foot of the hill. The distance is equal to Stirling by either road. Surface good.

**DUNFERMLINE TO KINCARDINE, ETC.** This is known as the "low" road. Leave by High St., Bridge St., Chalmers St., and turn sharp *L.* by Pittencrieff St. Descent to Crossford ( $1\frac{1}{2}$  m.), then undulating to Cairneyhill ( $1\frac{1}{4}$ — $2\frac{1}{4}$ ), beyond which place Route 169 is joined. Very good surface.

**ROUTE 169.****NORTH QUEENSFERRY TO ALLOA.**

An undulating road, possessing good surface throughout. The m.s.s. are measured by the "low" road from Dunfermline to county boundary at Torry, where the set from Stirling begins.

| Miles from<br>Alloa. | Places on the<br>Road.              | Mileage.                |                 | General description of the Road.                                                                                                                                                                                           |
|----------------------|-------------------------------------|-------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                     | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                            |
| 20                   | <b>NORTH QUEENSFERRY</b><br>(Pier.) | ...                     | ...             | From pier follow the winding road to <i>L.</i> , keeping up under the cliff, passing and re-passing the single line of rly., to branch-roads at Ferry Toll. Here keep to <i>L.</i> ( <i>r.</i> , Routes 167 and 170) along |
| 18 $\frac{3}{4}$     | Ferry Toll.....                     | 1 $\frac{1}{4}$         | 1 $\frac{1}{4}$ |                                                                                                                                                                                                                            |

## Route 169. NORTH QUEENSFERRY TO ALLOA

—continued.

| Miles from<br>Alloa. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------|------------------------|-------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 17 $\frac{3}{4}$     | Orghardhead .....      | I                       |                 | shore, road undulating, with upward tendency, and having a sharp rise, followed by a long, easy downhill slope, and slight ascent to where the Limekilns road leaves on L.; keep forward to fork, where bear L. Good surface.                                                                                                                                                                                                        |
| 16 $\frac{3}{4}$     | Hilton .....           | I                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 15 $\frac{3}{4}$     | Fork-roads .....       | I                       | 4 $\frac{1}{4}$ | Road gently undulating at first, passing rly., and having the grounds of Broomhall House on L., then the undulations become rather more marked. Keep to r. where road forks again, and ascend the hill ahead; descent on other side rather steep in one part; slight rise to road junction, where the "low" road from Dunfermline is joined on r. (see note at end of Route 168). Good surface generally. Easy descent to Torryburn. |
| 12 $\frac{1}{4}$     | Road junction .....    | 3 $\frac{1}{2}$         |                 | 8 $\frac{1}{2}$ Keep forward by the shore to Torry, cross New Mills Br. into Clackmannanshire, ascend above Low Valleyfield, and pass two cross-roads to top of hill at Ashes. From this point there is a gradual decline to Kincardine. Good surface.                                                                                                                                                                               |
| 11 $\frac{1}{2}$     | Torryburn.....         | 3 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 10 $\frac{3}{4}$     | Torry .....            | 3 $\frac{1}{4}$         |                 | 14 $\frac{1}{2}$ Pass through the town bearing to L., then follow the main road round to r., having a long straight stretch of gently undulating road in front. Ascent towards the fork-roads, where bear L., and an easy run into Kennet. Capital surface.                                                                                                                                                                          |
|                      | (Bridge.)              |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 8 $\frac{3}{4}$      | Ashes .....            | 2                       |                 | 17 Route 168 to Alloa.                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5 $\frac{1}{2}$      | Kincardine .....       | 3 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                      | (Cross.)               |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3 $\frac{3}{4}$      | Fork-roads .....       | 1 $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3                    | Kennet .....           | 3 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                      | (N.W. end.)            |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                      | Alloa .....            | 3                       | 20              |                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**NORTH QUEENSFERRY TO ALLOA. Reverse.**—Reverse of Route 168 to Kennet, where keep to r. at fork. Bear round to L. into Kincardine, then keep to r., going out due eastward. At fork beyond Torryburn keep to r. and keep forward at 2 m. further, having rly. for a short way on r., and avoid a road on L. just before passing the rly. At next fork keep to L. (r. to Limekilns); thence an easily followed road to North Queensferry.





## ROUTE 170.

## NORTH QUEENSFERRY TO PERTH.

A very undulating road to beyond Inverkeithing, when there is a long, stiffish hill to face, which makes this road much easier to ride in the reverse direction, from Cowdenbeath. After Cowdenbeath, going northwards, see summary to Route 166. The surface is very good, as a whole.

| Miles from Perth. | Places on the Road.       | Mileage.         |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                               |
|-------------------|---------------------------|------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                           | Inter-mediate.   | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                |
| 33 $\frac{1}{2}$  | NORTH QUEENSFERRY (Pier.) | ...              | ...              | From pier follow the winding road to <i>L.</i> , keeping up under the cliffs, and passing and re-passing the rly. line to Ferry Toll. Here keep to <i>r.</i> twice ( <i>L.</i> , Routes 169 and 167), then forward, having rly. on <i>r.</i> Gradual rise into Inverkeithing. Fairly good surface.                                                                                             |
| 32 $\frac{1}{2}$  | Ferry Toll.....           | 1 $\frac{1}{4}$  | 1 $\frac{1}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                |
| 31 $\frac{3}{4}$  | Inverkeithing .....       | 3 $\frac{1}{4}$  | 2                | Avoid a road to <i>r.</i> (Route 180) and keep forward, descending to a level stretch of about a m. in length. Beyond this, there is a long, considerable hill, with a gradient of 1 in 22 in parts, towards Crossgates, the first m. of the ascent being the stiffest portion. During this hill a cross-road is passed over leading from Route 180 to Dunfermline. Good surface on the whole. |
| 30                | ↑ Cross-roads .....       | 1 $\frac{3}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                |
| 29                | Burnhill.....             | 1                |                  | The road continues to ascend from the village; keep to <i>r.</i> at fork, with a further rise of $\frac{1}{2}$ m.; thence undulating to Cowdenbeath.                                                                                                                                                                                                                                           |
| 27 $\frac{3}{4}$  | Crossgates.....           | 1 $\frac{1}{4}$  | 6                |                                                                                                                                                                                                                                                                                                                                                                                                |
| 27                | Fork-roads .....          | 3 $\frac{1}{4}$  |                  | Route 166 to Perth.                                                                                                                                                                                                                                                                                                                                                                            |
| 25 $\frac{1}{2}$  | Cowdenbeath .....         | 1 $\frac{1}{2}$  | 8 $\frac{1}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                |
|                   | Perth .....               | 25 $\frac{1}{2}$ | 33 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                |

**NORTH QUEENSFERRY TO PERTH. Reverse.**—Reverse of Route 166 to Cowdenbeath.

Here bear to *r.* after passing rly. and before coming to the second rly. Keep forward at Crossgates and at fork at cross-roads, on descending the hill beyond, keep to *r.* Keep forward through Inverkeithing and bear *L.* at Ferry Toll to North Queensferry pier.

## ROUTE 171. DUNFERMLINE TO DOLLAR.

A winding cross-country road, with one or two stiff hills, especially near Saline. There is very little absolutely level, the remainder of the route being either ascending or descending in long slopes. The surface, however, is good. The views before Dollar are attractive.

| Miles from Dollar. | Places on the Road. | Mileage.        |                 | General description of the Road.                                                                                                    |
|--------------------|---------------------|-----------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------|
|                    |                     | Inter-mediate.  | Total.          |                                                                                                                                     |
| 12 $\frac{1}{4}$   | Dunfermline ...     | ...             | ...             | Route 168 for 2 $\frac{3}{4}$ m.                                                                                                    |
| 9 $\frac{1}{2}$    | Fork-roads .....    | 2 $\frac{3}{4}$ | 2 $\frac{3}{4}$ | Bear to <i>r.</i> , and keep to <i>L.</i> over $\frac{1}{4}$ m. further, and to <i>r.</i> just beyond; road rising. Undulating road |

Route 171. **DUNFERMLINE TO DOLLAR**—*continued.*

| Miles from Dollar. | Places on the Road.                                                     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                     |
|--------------------|-------------------------------------------------------------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                                                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                      |
|                    | ↑<br>Road junction .....<br>↓                                           | 2½             |        | for over a m., with steep ascent (about 1 in 15 at one part) to junction with another road at right-angles. Bear to L., descending into Saline. Good surface.                                                                                                        |
| 6½                 | Saline .....<br>(Church.)                                               | ½              | 5¾     | Keep to L. at fork in the village, down a long, gradual descent, and bear to r. where road divides, the downward tendency being maintained, and keep to L. just before the cross-roads at Ramhorn, before which the road bends round to r., then to L. Good surface. |
| 2¼                 | Ramhorn Cross-roads .....<br>↓                                          | 4¼             | 10     | Route 173 is crossed here: long descent, gradient 1 in 22 near foot, with sharp turn r. to br. over R. Devon—care required, and a rise beyond into the village, passing rly. Surface good on the whole; rather loose, at times, on the steeper hills.                |
| 1                  | Cross R. Devon .....<br><b>DOLLAR</b> .....<br>(Castle Campbell Hotel.) | 1½<br>1        | 12½    |                                                                                                                                                                                                                                                                      |

**DUNFERMLINE TO DOLLAR.** *Reverse.*—Leave the hotel at Dollar, going at first westwards through the village, then turn r. downhill and pass the rly. Cross R. Devon and turn uphill to L. Pass over cross-roads at Ramhorn, and keep to r. on hill before Saline. At that village keep to L. at fork, and turn downhill to r. over ¼ m. further. On meeting Route 168 bear L., thence into Dunfermline as in reverse of that route.

**ROUTE 172. DUNFERMLINE TO KIRKCALDY.**

This is a very undulating cross-country road, but none of the hills are difficult, and the surface is good throughout. The m.s. are measured by the direct road, which is mentioned in the note below.

| Miles from Kirkcaldy. | Places on the Road.              | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                      |
|-----------------------|----------------------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                  | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                       |
| 13½                   | Dunfermline ...<br>(Town Cross.) | ...            | ...    | Proceed eastwards along High St. by E. Port St. to Holyrood Pl., and at entrance to public park, where road forks, keep to r. Descent out of the town, then undulating upward gradients to Crossgates, where Route 170 is passed. Surface rather lumpy out of Dunfermline, then good. |
| 11¼                   | Morningside.....                 | 2¼             |        |                                                                                                                                                                                                                                                                                       |
| 10                    | Crossgates.....                  | 1¼             | 3½     | Here turn for a few yds. to r., then bear L., road rising gradually for a m., during which keep to L., and descending towards Donibristle, with short ascent through that village. Gradual climb to Stewart's Arms Inn, where turn to r. (forward, see note). Good surface.           |
| 9½                    | [Fordel] .....                   | ½              |        |                                                                                                                                                                                                                                                                                       |
| 8½                    | Donibristle .....                | 1              |        |                                                                                                                                                                                                                                                                                       |

## Route 172. DUNFERMLINE TO KIRKCALDY—continued.

| Miles from<br>Kirkcaldy. | Places on the<br>Road.          | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------|---------------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                 | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7½                       | Stewart's Arms Inn ..           | 1                       | 6      | Downhill run for a m. on portion of Route 166. At cross-roads turn sharp <i>l.</i> having a rise of ½ m. and a long capital descent from top of hill to Linktown. On entering Linktown turn <i>l.</i> and keep forward up a narrow, steep hill, and on to rly. br. on <i>l.</i> , where turn <i>r.</i> by Milton Rd., passing a school on <i>r.</i> , into High St. Good surface to Linktown, then rather traffic-worn. |
| 6½                       | Cross-roads ..... ↓             | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1¼                       | Linktown .....                  | 5½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4¾                       | Railway Bridge .....            | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1½                       | West School .....               | ¼                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                          | Kirkcaldy .....<br>(Town Hall.) | ½                       | 13½    |                                                                                                                                                                                                                                                                                                                                                                                                                         |

**DUNFERMLINE TO KIRKCALDY. Reverse.**—From Town Hall proceed W. along High St. and bear to *r.* at fork along Milton Rd. At rly. br. turn to *l.*; descent into Linktown narrow—caution necessary. Turn sharp *r.* up Invertiel Rd. and keep forward. At cross-roads turn *r.* and at Stewart's Arms Inn, 1 m. beyond, turn *l.* In Cross-gates bear to *r.* for a few yds., then turn *l.* on an easily-followed road to Dunfermline.

**EDITOR'S NOTE.**—The road ahead at Stewart's Arms, by Auchtertool, is the more direct way to Kirkcaldy, but is very hilly and of an inferior surface to the route detailed above. In Auchtertool keep to *r.* at the Distillery; enter Kirkcaldy by Abbotshall Rd. Distance, Stewart's Arms to Kirkcaldy, 6¾ m.

## ROUTE 173.

## KINCARDINE TO RUMBLING BRIDGE.

This is in parts a varied and attractive road, passing through well-wooded land near Forest Mill, and having picturesque surroundings near Rumbling Bridge. The gradients though long are fairly easy, the short ascent and descent at Mossendgreen being the stiffest, and the surface is very fair on the whole, but, where it lies under the trees, takes some time to dry after rain.

| Miles from<br>Rumbling Br. | Places on the<br>Road.    | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------|---------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                           | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 10¼                        | KINCARDINE .....          | ...                     | ...    | Follow portion of Route 169 due N. for 1¼ m. Keep to <i>r.</i> and pass over cross-roads (Route 168) beyond, and ascending towards Kincardine Sta., where rly. is passed, and the road enters a thick plantation, known as The Forest, and joins a road from Alloa on <i>l.</i> (see note). Ascent to beyond road junction, then easy running to Forest Mill, where keep <i>l.</i> Fairly good surface, rather soft in parts. |
| 8½                         | Fork-roads .....          | 1¾                      | 1¾     |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8                          | Kincardine Station.....   | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7¼                         | Road junction .....       | ¾                       |        | Ascending road, easy, for 2 m., then undulating to Ramhorn, where Route 171 is crossed. Easy rise to Blairingone, with an uphill pull beyond                                                                                                                                                                                                                                                                                  |
| 6½                         | Forest Mill .....         | ¾                       | 3¾     |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4¼                         | Ramhorn Cross-roads ..... | 2¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                               |

## Route 173. KINCARDINE TO RUMBLING BRIDGE

—continued.

| Miles from<br>Rumbling Br.       | Places on the<br>Road.          | Mileage.                |                  | General description of the Road.                                                                                                                                                                                         |
|----------------------------------|---------------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                 | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                          |
| 3 $\frac{1}{2}$                  | Blairingone .....               | 3 $\frac{1}{4}$         |                  | for $\frac{3}{4}$ m., and fairly level running towards Mossendgreen, with rather a sharp dip (about 1 in 14) to a br. Fairly good surface.                                                                               |
| 1 $\frac{1}{4}$<br>$\frac{1}{2}$ | Mossendgreen .....              | 2 $\frac{1}{4}$         | 9                | Short, stiff ascent from the br., then an easier rise to fork, where keep l. (r., Route 187) to Rumbling Bridge and hotel. (To gain admission to the river banks, which are well worth seeing, apply at hotel. Fee, 6d.) |
|                                  | Fork-roads .....                | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                          |
|                                  | RUMBLING BRIDGE ...<br>(Hotel.) | 1 $\frac{1}{2}$         | 10 $\frac{1}{4}$ |                                                                                                                                                                                                                          |

KINCARDINE TO RUMBLING BRIDGE. *Reverse.*—From hotel cross br. and pass rly. At Mossendgreen keep to r., and keep forward to Forest Mill, at  $\frac{3}{4}$  m. beyond which bear l., thence due S. to Kincardine.

EDITOR'S NOTE.—The road to l. at road junction, N. of Kincardine Sta., forms a direct connection between Rumbling Bridge and Alloa. From the road junction here it descends for nearly 2 m., joins Route 168, and is level into Alloa. Surface very fair. Alloa 3 $\frac{3}{4}$  m.

## ROUTE 174. STIRLING TO MILNATHORT.

A very interesting and picturesque road to Muckart, and affording some fine views of the Lomond Hills and Loch Leven, from the high ground beyond the Yetts. Very easy running to Dollar, then ascending for 4 m. on a well-graded hill, and again easy to Milnathort. Surface good to Tillicoultry, excellent to Muckart, then roughish to beyond Carnbo, and fair latterly.

| Miles from<br>Milnathort | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------|------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 23 $\frac{1}{2}$         | STIRLING .....         | ...                     | ...              | Leave by Murray Pl., and follow tramlines by Barnton St., and to r. down Wallace St., over the level rly. crossing, across the R. Forth, and under the rly. br. to Causewayhead. Easy decline out of Stirling; level to Causewayhead. Surface lumpy.                                                                                                                                                                                                                                                         |
|                          | (King Street Corner.)  |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 22 $\frac{3}{4}$         | Level Crossing.....    | 3 $\frac{1}{4}$         |                  | Passing the inn on l. at corner, keep forward, leaving tramlines, up a steep slope which should be walked up, and on meeting another road at right-angles, bear round to r. to top of hill, near entrance to Abbey Craig House. Capital descent, passing under trees to the level before Blairlogie, and a gently undulating road, by the foot of the Ochil Hills, to Menstrie. Good surface, as a whole. Keep forward, having a straight, almost level road towards Alva, with an easy rise into that town. |
| 21 $\frac{3}{4}$         | Causewayhead.....      | 1                       | 13 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                          | ↑<br>⌵                 |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 20                       | Blairlogie .....       | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 18 $\frac{1}{2}$         | Menstrie .....         | 1 $\frac{1}{2}$         | 5                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                          | (E. end of village.)   |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

Route 174. **STIRLING TO MILNATHORT**—*continued.*

| <i>Miles from<br/>Milnathort</i> | <i>Places on the<br/>Road.</i>           | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                        |
|----------------------------------|------------------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                          | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                |
| 16½                              | Alva .....                               | 2                                | 7             | Beyond the town the surface improves, and there is capital level running towards Tillicoultry, into which the road ascends gradually.                                                                                                                                                                                                                          |
| 14½                              | Tillicoultry .....                       | 2                                | 9             | Fairly level to the ch. on <i>r.</i> , from which there is a steady rise to cemetery gate, and a quick fall beyond, during which road bends round to <i>r.</i> Shady, undulating run, with slight upward trend, and on capital surface, to Dollar.                                                                                                             |
| 11¼                              | Dollar .....<br>(Castle Campbell Hotel.) | 3¼                               | 12¼           | The road rises gradually at first from Dollar, then becomes rather more stiff, in parts, the upward tendency being continuous to Pool of Muckart village, beyond which the gradient is fairly steep, but to most riders quite rideable, to the Yetts of Muckart, where several roads meet. Good surface.                                                       |
| 8                                | Pool of Muckart.....                     | 3¼                               |               |                                                                                                                                                                                                                                                                                                                                                                |
| 7½                               | Yetts of Muckart .....                   | ½                                | 16            | Keep to <i>r.</i> at fork, passing a small cottage on <i>l.</i> just beyond. Road surface becomes poorer, and there is a quick descent to a br. over the R. Devon, the road bending to <i>l.</i> and <i>r.</i> at the br. Thence a gently undulating road, rather loose and rough in parts, towards Carnbo, and rising gradually from a br. into that village. |
| 7                                | Cross R. Devon .....                     | ½                                |               |                                                                                                                                                                                                                                                                                                                                                                |
| 4                                | Carnbo .....                             | 3                                | 19½           | From the top of the hill there is a quick descent, followed by an easily undulating road, but mostly on the down grade, and with improving surface, to Milnathort. At fork, just at the beginning of the village, bear <i>r.</i> if going S., or keep to <i>l.</i> if going W. or N. Routes 166 and 190 joined in the town.                                    |
|                                  | MILNATHORT .....                         | 4                                | 23½           |                                                                                                                                                                                                                                                                                                                                                                |

**STIRLING TO MILNATHORT. Reverse.**—Leave the town due westward; unmistakable road to the Yetts, where keep forward, avoiding a road to *l.* (to Rumbling Bridge). The road is an easily-followed one by the hill-foots to the Wallace Monument and the upper part of Causewayhead. Here turn sharp *l.* down a steep hill (*dangerous*) into the village, and on meeting tramlines follow them into Stirling.



## ROUTE 175. ALLOA TO DOLLAR.

A direct link from Alloa to the hill-foots road (Route 174). Easy gradients and capital surface. The views across the Devon valley are very fine.

| <i>Miles from Dollar.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                 | <i>General description of the Road.</i>                                                                                                                                                              |
|---------------------------|----------------------------|-----------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                            | <i>Inter-mediate.</i> | <i>Total.</i>   |                                                                                                                                                                                                      |
| 7 $\frac{1}{4}$           | Alloa .....                | ...                   | ...             | Leave by Mill St., at end of which bear to <i>L.</i> ; surface lumpy. Fairly level towards New Sauchie and an easy ascent through that village to Sauchie. Very good surface when well out of Alloa. |
| 6                         | New Sauchie .....          | 1 $\frac{1}{4}$       |                 |                                                                                                                                                                                                      |
| 5 $\frac{1}{4}$           | Sauchie .....              | $\frac{3}{4}$         | 2               | Gradual descent, passing the Devon Iron Works on <i>L.</i> to Devonside, where cross river to <i>L.</i> and keep forward, passing rly., to road junction. Capital surface.                           |
| 3 $\frac{1}{2}$           | Devonside .....            | 1 $\frac{3}{4}$       |                 |                                                                                                                                                                                                      |
| 3                         | Road junction .....        | $\frac{1}{2}$         | 4 $\frac{1}{4}$ | Turn <i>r.</i> at road junction ( <i>L.</i> into Tillicoultry) and follow Route 174 to Dollar.                                                                                                       |
|                           | DOLLAR .....               | 3                     | 7 $\frac{1}{4}$ |                                                                                                                                                                                                      |

**ALLOA TO DOLLAR. Reverse.**—Leave Dollar westwards and just before Tillicoultry turn *L.*, passing rly. and crossing R. Devon to Devonside, where bear *r.* Thence an unmistakable road to Alloa.

## ROUTE 176. STIRLING TO PERTH.

(Via Dunblane.)

A very good main road, well-made throughout, and possessing on the whole capital surface. At parts, however, the surface is rather lumpy, but this is only local. The hills, though some are long, are graded in such a manner as to be robbed of any serious difficulty for the average rider. The scenery is interesting, especially from Bridge-of-Allan to beyond Dunblane and between Auchterarder and Perth. The m.s.s., which are measured to Perth Cross, follow an older road for a short distance at Dunblane.

| <i>Miles from Perth.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------|----------------------------|-----------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                            | <i>Inter-mediate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 34 $\frac{1}{2}$         | STIRLING .....             | ...                   | ...             | Route 174 to Causewayhead.                                                                                                                                                                                                                                                                                                                                                                                 |
|                          | (King Street Corner.)      |                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 32 $\frac{3}{4}$         | Causewayhead .....         | 1 $\frac{3}{4}$       | 1 $\frac{3}{4}$ | Bear to <i>L.</i> and follow tramlines over a gently undulating road to Bridge-of-Allan. Keep forward at tramway terminus, cross R. Allan, and ascend a fairly stiff hill over the rly. sta. and up to Lecropt Ch., which stands amid trees on <i>L.</i> The ascent now becomes easier, the top being reached at branch-roads beyond Keir Gate. Keep forward ( <i>L.</i> , see note a) having a fine level |
| 31 $\frac{1}{4}$         | Bridge of Allan ...        | 1 $\frac{1}{2}$       |                 |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 30 $\frac{1}{2}$         | Lecropt Church .....       | $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 29 $\frac{3}{4}$         | Branch-roads .....         | $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                            |
|                          |                            |                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                            |

## Route 176.

## STIRLING TO PERTH—continued.

| Miles from Perth. | Places on the Road.                        | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------|--------------------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                                            | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 29 $\frac{1}{4}$  | Kippencross Lodge .....                    | $\frac{1}{2}$   |                  | run under trees and then descending to Kippencross W. Lodge, the grounds of the estate (Col. Stirling, of Kippendavie) being on <i>r.</i> to Dunblane. From the Lodge there is a short stiffish rise, and a descent beyond towards fork-roads.                                                                                                                                                                                                                                                                                                         |
| 28 $\frac{3}{4}$  | Fork-roads .....                           | $\frac{1}{2}$   |                  | Bear to <i>r.</i> by Stirling Rd. (forward to Doune and Callander, Route 179), having an easy rise to the br. where rly. is crossed. Then easy running, passing Victoria Hall on <i>r.</i> and rly. sta. on <i>l.</i> , and bearing round to <i>r.</i> to br. and hotel. Surface very good as a whole.                                                                                                                                                                                                                                                 |
| 28 $\frac{1}{2}$  | Dunblane .....<br>↑ (Stirling Arms Hotel.) | $\frac{1}{4}$   | 6                | Bear <i>l.</i> , passing Post Office on <i>r.</i> , up High St.; careful riding necessary. At the Union Bank House turn <i>r.</i> , uphill, passing County Buildings on <i>l.</i> ; rather stiff ascent. At St. Mary's Episcopal Ch. bear <i>l.</i> at fork ( <i>r.</i> , see note <i>b</i> ), passing the Hydropathic on <i>r.</i> , beyond. Road is now fairly level, and remains so to Anchorfield, where there is a slight rise followed by a further stretch of easy running, and a descent towards the branch-roads at Duthieston. Good surface. |
| 28 $\frac{1}{4}$  | St. Mary's Episcopal Ch.                   | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 27 $\frac{3}{4}$  | Anchorfield .....                          | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 27 $\frac{1}{2}$  | Kippendavie Lodge .....                    | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 27                | Duthieston.....                            | $\frac{1}{2}$   | 7 $\frac{1}{2}$  | At d.p., keep forward ( <i>l.</i> , see note <i>c</i> ) on the old, straight Roman road, which is very undulating in parts, but affording capital riding, to Greenloaning, where, at branch-roads, bear to <i>r.</i> (forward, Route 276).                                                                                                                                                                                                                                                                                                             |
| 24 $\frac{3}{4}$  | Balhadie.....                              | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 23                | Greenloaning .....<br>(Branch-roads.)      | 1 $\frac{3}{4}$ | 11 $\frac{1}{2}$ | Level to cross-roads, then a very good undulating road, with quick descents and ascents at three portions, to and from streams, to Blackford, on entering which avoid a road to <i>r.</i> , and keep forward into the village, passing the hall on <i>l.</i> Good surface.                                                                                                                                                                                                                                                                             |
| 18 $\frac{1}{2}$  | Blackford .....<br>(Hotel.)                | 4 $\frac{1}{2}$ | 16               | Road level through the village; level crossing (gates frequently closed) passed at the sta.; thence easy running to Loaninghead, where Route 278 is passed. Gradual descent for nearly a m.; pass over the Crieff branch-line on the level (gates), and have a gently undulating road to Auchterarder. Good surface on the whole.                                                                                                                                                                                                                      |
| 16 $\frac{3}{4}$  | Loaninghead .....                          | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 16                | Crieff Junction Station                    | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 14 $\frac{1}{2}$  | Auchterarder ...<br>(Church.)              | 1 $\frac{1}{2}$ | 20               | There is a long descent through Auchterarder, becoming rather steep latterly, and requiring care owing to the children who make the road their playground; the town itself is fully a m. in length. Quick descent to the Ruthven Water, and a stiff climb through Aberuthven; surface rather loose in parts on these hills, otherwise good.                                                                                                                                                                                                            |
| 11 $\frac{3}{4}$  | Aberuthven .....                           | 2 $\frac{3}{4}$ | 22 $\frac{3}{4}$ | From top of the hill the road descends for a m.,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

## Route 176.

STIRLING TO PERTH—*continued.*

| Miles from<br>Perth. | Places on the<br>Road.   | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------|--------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                          | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 10                   | ↑ Broom of Dalreoch .... | 1 $\frac{3}{4}$         |                  | and is level to the R. Earn. Beyond the br. bear to <i>r.</i> , uphill, having a long, winding but splendidly-engineered gradient for 2 $\frac{1}{2}$ m., becoming undulating at the top, and passing over moorland and through plantations, to Crossgates. Good surface.                                                                                                                                                                                                                                                                                                                                                        |
| 9 $\frac{1}{2}$      | ↑ Cross R. Earn. ....    | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7                    | ↑ Upper Cairnie .....    | 2 $\frac{1}{2}$         |                  | At this point the down grade commences, then for 1 $\frac{1}{2}$ m. the running is easy, the downward trend being hardly noticeable, but the gradient becomes more marked, and there is a capital descent for over 2 m. into Perth. Care should be exercised towards the foot of this hill, where the town is entered. Tramlines met; keep forward by York Pl. and County Pl., at the end of which follow tramlines to <i>l.</i> along S. Methven St., then to <i>r.</i> by High St., at end of which, on <i>l.</i> near the river, are the City Chambers. Rather lumpy surface down into Perth; fairly good paving in the town. |
| 5 $\frac{1}{2}$      | Crossgates .....         | 1 $\frac{1}{2}$         | 29               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                      |                          |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1 $\frac{3}{4}$      | ↓ Cherrybank .....       | 3 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                      | ↓                        |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| $\frac{3}{4}$        | Railway Bridge .....     | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                      |                          |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                      | Perth .....              | $\frac{3}{4}$           | 34 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                      | (City Chambers.)         |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**STIRLING TO PERTH. Reverse.**—Proceed westward, along High St., and follow tramlines to *l.* by S. Methven St., and round to *r.* by York Pl. Cross rly. br., and follow the ascending road round to *l.* At Cherrybank avoid a road to *r.*; thence an unmistakable main road to beyond Blackford; on approaching Greenloaning, keep forward over the cross-roads near the br. over a small stream, and on meeting the Crieff Rd. beyond, bear to *l.* Approaching Dunblane, avoid a road to *r.* (Ramoyle), and at fork beyond bear to *l.*, passing Hydropathic gates on *l.* Descend towards High St. with care. At Union Bank House bear *l.*, and pass along High St.; at Stirling Arms Hotel, road turns *r.* over br. and bends to *l.*, passing rly. sta. on *r.* at iron (rly.) br. Keep forward (*r.* to Doune and Callander), having an easily-followed road to Bridge-of-Allan. Follow tramlines by Causewayhead (where they turn *r.*) and into Stirling.

**EDITOR'S NOTES.**—(a) The road to *l.* at branch-roads near Keir Gate forms a direct connection with Doune and Route 177. There is a long ascent over the hill of Row (*pron. Rue*) and a downward run towards Doune. The surface is fair on the whole, but roughish in parts on the Doune side of the hill. Distance from Bridge-of-Allan to Doune, 5 m. The easier and better road is that by Dunblane (Route 179).

(b) The road uphill to *r.* from St. Mary's Ch., Dunblane, leads back to Bridge-of-Allan, and forms, in connection with the main road described, a picturesque circular run for those who may, for the time being, make Dunblane, or Bridge-of-Allan, their stopping place. Known as the "Glen Road," it ascends to Pisgah, somewhat steeply, and falls, gradually at first, then quickly, by Kippendavie Home Farm (where a road leaves to *l.* for the battlefield of Sheriffmuir), to the br. above the Wharry Burn. Beyond this it runs along the hillside above a romantic little glen, and descends by Sunnyslaw to Bridge-of-Allan. Good surface in dry weather; soft and sticky in the glen after rain. Distance, a little over 3 m.

(c) The road to *l.* from Duthieston leads to Kinbuck (1  $\frac{1}{2}$  m.), beyond which small village it forms a connection with Route 276 at Braco. To Kinbuck the road is a good and easy one, but towards Braco it is somewhat hilly, though the surface is fair.

# ROUTE 177. STIRLING TO CALLANDER.

(Via the Drip Road.)

One of the favourite cycling roads of Scotland ; capital surface, easy gradients, delightful scenery.

| Miles from Callander. | Places on the Road.               | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------|-----------------------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                   | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 16                    | STIRLING<br>(King Street Corner.) | ...            | ...    | Leave by Murray Pl. and Barnton St., and keep forward, when tramlines bear to <i>r.</i> , along Cowane St., at end of which the Gowan Hill is passed on <i>l.</i> ; keep to <i>l.</i> and cross Forth and Clyde Rly., the broad main road then running in a straight line westward. Surface rather lumpy out of Stirling, then very good running on an almost level road for over 5 m., with a slight rise to Kincardine Ch., at fork before which keep to <i>r.</i> ( <i>l.</i> , Route 178). Good, broad, undulating road towards Doune, with descent to the Teith Br., and a stiffish winding ascent beyond, then easy to the Woodside Hotel. Capital surface. |
| 14½                   | Kildean .....                     | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 13½                   | Drip Bridge .....                 | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 11¼                   | Naiadd .....                      | 2¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9¾                    | Fork-roads .....                  | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9½                    | Kincardine Church.....            | ¼              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 8                     | Cross R. Teith .....              | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                       | ↑<br>⋈                            |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 7¾                    | Doune .....                       | ¼              | 8¼     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                       | (Woodside Hotel.)                 |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 6½                    | Buchany .....                     | 1¼             |        | Leaving hotel on <i>r.</i> keep forward, crossing rly., road fairly level to Buchany and Burn of Cambus. Beyond the entrance to Doune Lodge the road dips under a rly. br., ascends quickly, is then level for ½ m. beside the rly., and descends gradually to a small br., after which there is a short sharp ascent, with very loose surface as a rule. Descent to Drumvaich, a wayside clachan. Good surface, with the exception of that portion on the hill mentioned.                                                                                                                                                                                        |
| 4                     | Drumvaich .....                   | 2½             | 12     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                       | CALLANDER<br>(Square.)            | 4              | 16     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**STIRLING TO CALLANDER. Reverse.**—Leave due eastward ; unmistakable road to Doune. Here keep to *r.*, passing Woodside Hotel on *l.*, and bear round to *r.* at the hotel. Hill down to the Teith Br. should be ridden with care. Beyond the br. avoid a road to *r.*, and at branch-roads beyond keep again to *l.* An easily-followed road to Stirling, avoiding a road to *r.* at Kildean. Enter by Cowane St., and on meeting tramlines follow them to King St. Corner.

**CALLANDER TO DOUNE (VIA LANRICK CASTLE).** This road forms a pleasant alternative route back to Doune by the S. side of the R. Teith. Cross the br. at Callander and where road divides go to *l.* ; long, almost level, straight run to branch-roads, where keep to *l.* twice. The road is an undulating one, turns to *l.* beyond Lanrick Castle gate and joins the Stirling Rd. just above the Teith Br. Bear to *r.* for Stirling, to *l.* for Doune. Surface very fair. Distance, Callander to Doune, 8¾ m.

**LLANDER TO PORT OF MENTEITH.** Cross the br. at Callander, and where road divides turn to *L.*, having a long straight run to the branch-roads. At d.p. turn *r.* up a steep winding hill (about 1 in 13 for some little way), with a very steep descent on the other side towards the Port of Menteith. On meeting Route 178 bear *r.* Surface good to branch-roads, then a rough moorland road, with gates, towards the road junction. Callander to Port of Menteith,  $6\frac{3}{4}$  m.

## ROUTE 178. STIRLING TO ABERFOYLE.

(Via Thornhill.)

Very fine surface over Route 177, then a good, undulating road to beyond Thornhill, after which the hills are rather more trying to beyond Menteith, but the surface remains the same. The scenery is very attractive around the Lake of Menteith, and at Aberfoyle, where the Rob Roy country may be said to be entered. The coach road from Aberfoyle over to the Trossachs is at present (1897) closed to cyclists.

| Miles from<br>Aberfoyle. | Places on the<br>Road.     | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------|----------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                            | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 19 $\frac{1}{2}$         | <b>STIRLING</b> .....      | ...                     | ...              | Route 177 to fork-roads before Kincardine Ch.                                                                                                                                                                                                                                                                                                                                                                                                            |
| 13 $\frac{1}{4}$         | <i>Fork-roads</i> .....    | 6 $\frac{1}{4}$         | 6 $\frac{1}{4}$  | Bear to <i>L.</i> ; fairly level to branch-roads, where keep forward ( <i>L.</i> , to Kippen Sta. and Route 100; a good road) on a gradual rise for a m., then undulating by Corsehill and descending to Thornhill. Good surface.                                                                                                                                                                                                                        |
| II                       | <i>Corsehill</i> .....     | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 9 $\frac{3}{4}$          | Thornhill .....            | 1 $\frac{1}{4}$         | 9 $\frac{3}{4}$  | At the Masonic Hall turn to <i>r.</i> , downhill, then bear <i>L.</i> (forward, see note). Undulating road to Mid Borland Farm (on <i>L.</i> ), then a long gradual ascent, with fall to Keirhead. The road again rises and re-descends, quickly, to Lower Tarr, beyond which it again ascends and is undulating to junction, on <i>r.</i> , with the Callander Rd. (see note below Route 177), and descends towards the Port of Menteith. Good surface. |
| 8 $\frac{1}{4}$          | <i>Mid Borland</i> .....   | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 7 $\frac{1}{4}$          | <i>Keirhead</i> .....      | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                          | ↓                          |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 7                        | Lower Tarr .....           | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 6 $\frac{1}{4}$          | <i>Blairhoyle</i> .....    | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5 $\frac{1}{2}$          | <i>Road junction</i> ..... | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4 $\frac{1}{4}$          | Port of Menteith .....     | 1 $\frac{1}{4}$         | 15 $\frac{1}{4}$ | Keep forward ( <i>L.</i> , to the hotel and lake), road gradually rising at first, then descending, passing near shore of the lake, and rising by Malling, beyond which it is gently undulating for over a m., and descends towards junction, on <i>L.</i> , with Route 103, thence an easy run into Aberfoyle. Surface good on the whole, though loose on some of the hills.                                                                            |
| 2 $\frac{3}{4}$          | <i>Malling</i> .....       | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| I                        | <i>Road junction</i> ..... | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                          | <b>ABERFOYLE</b> .....     | I                       | 19 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                          | (Hotel.)                   |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**STIRLING TO ABERFOYLE (VIA THORNHILL).** *Reverse.*—Leave Aberfoyle eastwards, having rly. on *r.* At fork a m. out keep to *L.* Avoid all cross and branch-roads to Thornhill, into which village turn *r.*, then *L.* at the Masonic Hall. At branch-roads beyond the village keep forward (*L.* to Doune, etc.) and avoid a road to *r.* just beyond. Join Route 177 near Kincardine Ch., and follow that route (reverse) into Stirling.

**THORNHILL TO CALLANDER.** After turning *r.* at Masonic Hall, keep forward. The road ascends for 2 $\frac{1}{4}$  m. to summit on the moors, and winds downwards towards the



road junction, before Callander; thence it is undulating. Surface fair to road junction, then good. There are one or two gates across the road as it goes over the moorland. Thornhill to Callander,  $5\frac{3}{4}$  m.

**THORNHILL TO KIPPEN STATION.** From centre of village, proceeding westwards, turn down to *l.* at cross-roads at Masonic Hall. Quick descent at first, then a straight, level road with fairly good surface. On meeting another road at right angles, bear *r.*, and cross R. Forth to Kippen Sta. ( $3\frac{1}{4}$  m.). The village lies 1 m. further on, uphill, Route 100 being crossed beyond the sta.

## ROUTE 179. DUNBLANE TO CALLANDER.

A connecting-link between Routes 176 and 256. The easiest road from Bridge-of-Allan to Callander is by Dunblane, the more direct route by Hill of Row (see note to Route 176) being hilly and of inferior surface. The gradients on the Route detailed below are splendidly engineered, and the surface in parts is excellent.

| Miles from Callander. | Places on the Road.                      | Mileage.       |                | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------|------------------------------------------|----------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                          | Inter-mediate. | Total.         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4                     | DUNBLANE .....<br>(Stirling Arms Hotel.) | ...            | ...            | Leaving the hotel cross the br., pass rly. sta. on <i>r.</i> , and at the iron (rly.) br. turn downhill to <i>r.</i> and keep forward into Springfield Ter. where road bends round to <i>r.</i> , and is then straight for some way, ascending gradually. At the end of Springfield the ascent becomes rather stiffer, but the hill is short. Looking over to <i>r.</i> , a good view is obtained of the fine old Cathedral and upper part of the town. Road is now fairly level, but soon begins to re-ascend, gradually, to a further straight stretch of level running. At the end of this there is a quick descent; keep to <i>l.</i> at fork. Gently undulating to branch-roads near the sandpit on <i>l.</i> , where keep forward ( <i>r.</i> , good road to Argaty) up an easy hill, beyond which there is a capital descent towards Doune, and a short sharp ascent into that village, then level to the Cross. Surface fairly good at Dunblane to end of Springfield, then rather lumpy to near Stockbridge, where it becomes good and remains so to Doune. |
| $3\frac{1}{2}$        | Head of Springfield .....                | $\frac{1}{2}$  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| $2\frac{3}{4}$        | Stockbridge Farm .....                   | $\frac{3}{4}$  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2                     | Branch-roads .....                       | $\frac{3}{4}$  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| $\frac{1}{2}$         | Road junction .....                      | $1\frac{1}{2}$ |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| $\frac{1}{4}$         | Cross Ardoch Burn .....                  | $\frac{1}{4}$  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 8                     | Doune .....<br>(Cross.)                  | $\frac{1}{4}$  | 4              | At the Cross bear to <i>r.</i> along a level road, passing rly. sta. on <i>r.</i> to road junction, where bear slightly to <i>r.</i> and cross rly. br., having easy running to Buchanty. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| $6\frac{1}{2}$        | Buchanty .....                           | $1\frac{1}{2}$ | $5\frac{1}{2}$ | Route 177 to Callander.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                       | CALLANDER .....                          | $6\frac{1}{2}$ | 12             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**DUNBLANE TO CALLANDER. Reverse.**—Reverse of Route 177 to the rly. br., which is passed over between Buchanty and Doune. At fork beyond, bear to *l.*, passing rly. sta. on *l.*, and keep forward to the Cross. Here bear slightly to *l.* and pass through Doune, thence an unmistakable main road to Dunblane. At head of Springfield

Ter., where road divides, keep to *r.* (to *L.*, access to the town is over a footbridge only) down Springfield Ter., and bear round to *L.*, and ascend to iron (rly.) br., where turn again to *L.*, and bear *r.* at rly. sta. to hotel, on *r.*, beyond the br.

**DOUNE TO THORNHILL.** At the Cross bear to *r.* down a short hill, passing St. Modoc's Ch. on *L.*, and the Woodside Hotel on *r.* Descend the winding hill (care required) to the Teith Br., beyond which keep straight forward. At fork over  $\frac{1}{4}$  m. further bear to *r.*, having a hilly road across country to Thornhill, with rather a lumpy, uneven surface. Thornhill  $4\frac{1}{2}$  m. from Doune.

## ROUTE 180. NORTH QUEENSFERRY TO BURNTISLAND.

A good, undulating road to Aberdour, then very hilly to Burntisland; surface apt to be rough on some of these hills. Attractive surroundings at Aberdour.

| Miles from Burntisland. | Places on the Road.      | Mileage.       |                | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------|--------------------------|----------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                          | Inter-mediate. | Total.         |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| $9\frac{3}{4}$          | <b>NORTH QUEENSFERRY</b> | ...            | ...            | Route 170 to Inverkeithing.                                                                                                                                                                                                                                                                                                                                                                                                      |
| $7\frac{3}{4}$          | Inverkeithing .....      | 2              | 2              | In the town bear to <i>r.</i> , passing rly., with rise and fall before Hillend, where keep forward ( <i>L.</i> , see note) on an undulating road, passing and re-passing rly., to Aberdour, with descent into that village. Good surface on the whole.                                                                                                                                                                          |
| $6\frac{1}{2}$          | Hillend .....            | $1\frac{1}{2}$ |                |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| $3\frac{1}{2}$          | Aberdour .....           | 3              | $6\frac{1}{2}$ | At rly. sta. bear to <i>r.</i> and ascend a very steep hill, on which the road bends to <i>r.</i> Fairly level for over $\frac{1}{2}$ m., followed by a quick, rather rough descent, then again level for some way and another sharp descent towards Kirkton, where turn sharp <i>r.</i> , by a narrow road, having rise and fall to Burntisland. Enter by Lothian St. and turn <i>L.</i> into High St. Last portion very rough. |
|                         | ↑<br>⌋<br>↓              |                |                | For pier, keep to <i>r.</i> , go under rly. br., and pass the harbour on <i>r.</i> , then bear round to <i>L.</i> and cross rly. lines to ferry landing stage. (See Route 166).                                                                                                                                                                                                                                                  |
| $\frac{3}{4}$           | Kirkton .....            | $2\frac{3}{4}$ |                |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                         | <b>BURNTISLAND</b> ..... | $\frac{3}{4}$  | $9\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                         | (Pier.)                  |                |                |                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**NORTH QUEENSFERRY TO BURNTISLAND.** *Reverse.*—From pier cross rly. lines and bear to *L.* then *r.*, passing harbour on *L.* Pass under rly. br. and keep forward for a few yds. then turn sharp *L.* by Lothian St. In Kirkton turn sharp *L.* at inn. *Dangerous* descent to Aberdour. At rly. sta. turn *L.*, then *r.*, having rly. on *r.* Keep forward at Hillend (*r.*, to Dunfermline, see note) to Inverkeithing, where bear *L.* and follow portion of reverse of Route 170 to North Queensferry.

**EDITOR'S NOTE.**—The road leading northwards at Hillend, taken in connection with the reverse route given above, forms communication between Aberdour and Dunfermline. From Hillend cross rly., and go down a fairly steep descent, which is followed by a climb of  $\frac{3}{4}$  m., rideable at first, but very steep towards the top. Route 170 is joined for a few yds., then keep to *L.* at fork, up a short hill; thence an undulating road towards Dunfermline. Surface good. Hillend  $4\frac{3}{4}$  m. from Dunfermline Town Cross.

# ROUTE 181. BURNTISLAND TO NEWPORT.

One of the main roads across Fifeshire, and forming, in connection with the Forth and Tay ferries (for the former of which see Route 166) direct communication between Edinburgh and Dundee. The road is rather hilly to Gallatown, and then the gradients are easier; the surface, with the exception of local roughnesses about the towns, is capital. Kirkcaldy, Pathhead, and Sinclairtown form a town 3 m. long, in which the streets are often narrow and difficult to ride. The last m.s. before Newport is misplaced. There is pleasant scenery at the beginning and end of this route, and about Dairsie, near which place, to the S., lies the picturesque Dura Den.

| <i>Miles from<br/>Newport.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------|--------------------------------|----------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                             |
| 35                             | BURNTISLAND .....<br>(Pier)    | ...                              | ...           | From the pier cross rly. lines and bear to <i>L.</i> , then <i>r.</i> , having harbour on <i>L.</i> ; go under rly. br. and keep to <i>r.</i> by High St., at end of which proceed forward ( <i>L.</i> , Route 166), having the links on <i>r.</i> Fairly level running at first, then ascending, passing the Alex. III. monument, and falling into Kinghorn. Good surface. |
| 33½                            | Monument.....                  | 1¾                               |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 32                             | Kinghorn .....                 | 1¼                               | 3             | Out of the town the road ascends, followed by one or two considerable rises and falls, with descent beneath the rly. After passing under the br. the road runs parallel with the line for ¼ m., then turns to <i>r.</i> and falls to Linktown. Good surface.                                                                                                                |
| 30½                            | Linktown .....                 | 1¾                               | 4¾            | Keep forward up a short steep slope, then easier to rly. br., where bear <i>r.</i> along Milton Rd., passing a school on <i>r.</i> , and enter High St.; rough paving.                                                                                                                                                                                                      |
| 29½                            | West School .....              | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 29                             | Kirkcaldy .....                | ½                                | 6             | Proceed forward by High St., and keep to <i>r.</i> passing the harbour; then climb the steep pitch under rly. br. and keep forward at top of hill for about ¼ m., when bear <i>L.</i> , crossing rly. near Sinclairtown Sta., and enter Sinclairtown. Rough surface.                                                                                                        |
| 28½                            | Pathhead .....                 | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 27½                            | Sinclairtown .....             | ¾                                | 7½            | Where road forks keep to <i>L.</i> , fairly level at first, then descending towards Thornton, before which the rly. is passed. Fairly good surface.                                                                                                                                                                                                                         |
| 26¾                            | Gallatown .....                | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 24¾                            | Thornton .....                 | 2                                | 10½           | From the village the road is at first fairly level, then ascends to Woodside and to the fork roads near Cadham, where keep to <i>r.</i> , with an undulating run to New Inn. Good surface.                                                                                                                                                                                  |
| 23¾                            | Bankhead .....                 | 1                                |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 23                             | Woodside .....                 | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 21¾                            | Fork-roads .....               | 1¼                               |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 19¾                            | New Inn .....                  | 2                                | 15½           | At branch-roads beyond bear <i>r.</i> , descending, with easy rise and fall before Kettlebridge, and a capital gently undulating road to Cupar. Cross rly., near sta., and R. Eden and turn <i>r.</i> on entering the town. Very good surface towards Cupar.                                                                                                                |
| 17¾                            | Kettlebridge.....              | 2                                |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 15½                            | Pitlessie.....                 | 2¼                               |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 13¾                            | Clashford .....                | 1¾                               |               |                                                                                                                                                                                                                                                                                                                                                                             |
| 11½                            | Cupar .....                    | 2½                               | 23¾           | Turn to <i>r.</i> into St. Catherine St., passing St. James's Ch. on <i>L.</i> , and bear round to <i>L.</i> , then to <i>r.</i> Where road forks keep forward ( <i>r.</i> , Route 197), with long gradual ascent for a m., then undulating to Dairsie. Capital surface.                                                                                                    |
|                                | (Town Hall.)                   |                                  |               |                                                                                                                                                                                                                                                                                                                                                                             |

Route 181. **BURNTISLAND TO NEWPORT**—*continued.*

| <i>Miles from<br/>Newport.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                           |
|--------------------------------|--------------------------------|----------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                   |
| 8 $\frac{1}{2}$                | Dairsie .....                  | 3                                | 26 $\frac{3}{4}$ | Finely undulating road, keeping to <i>l.</i> at fork beyond Dairsie, by Balmullo, to the branch-roads at St. Michael's Inn (a famous halting-place in the old coaching days). Very good surface.                                                                                                                                  |
| 5 $\frac{1}{2}$                | Balmullo .....                 | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                   |
| 4 $\frac{1}{4}$                | St. Michael's Inn .....        | 1 $\frac{1}{2}$                  | 30 $\frac{3}{4}$ | Bear to <i>l.</i> , having rly. for a short way on <i>l.</i> , and keep to <i>r.</i> at fork beyond, with rise to Fordelhill and descent to Pickletillem. Re-ascent by St. Fort and quick descent (1 in 13) to Newport. Bear <i>l.</i> , along shore, to pier. Good surface. (Frequent ferry connections from Newport to Dundee). |
| 3 $\frac{1}{4}$                | Fordelhill .....               | 1                                |                  |                                                                                                                                                                                                                                                                                                                                   |
| 2 $\frac{3}{4}$                | Pickletillem .....             | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                   |
| 2 $\frac{1}{4}$                | St. Fort.....<br>↓             | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                   |
|                                | NEWPORT<br>(Pier.) .....       | 2 $\frac{1}{4}$                  | 35               |                                                                                                                                                                                                                                                                                                                                   |

**BURNTISLAND TO NEWPORT.** *Reverse.*—Go a short way eastwards along shore from the pier, and turn up to *r.* by a steepish hill, passing rly. At St. Michael's Inn bear to *r.*, and pass rly. just beyond. On entering Cupar bear to *l.*, then *r.* into St. Catherine St., out of which turn *l.*, and then turn again *l.*, passing over R. Eden at the South Br., and crossing rly. near the sta. At fork beyond keep to *r.*, and again to *r.* over  $\frac{1}{4}$  m. further. At branch-roads after passing rly., before New Inn, bear to *l.* At Gallatown bear slightly to *r.* and pass through Sinclairtown, and over rly. near sta. At foot of the hill bear *r.* into Pathhead; level at first, then go down winding hill into Kirkcaldy. Pass along High St., bear *r.* into Milton Rd., and at rly. br. turn *l.* Enter Linktown carefully and keep forward, avoiding a road to *l.* beyond the town. Pass under rly., bear *l.* at fork before Kinghorn, then keep to *r.* into the town, on leaving which avoid a road to *l.* (to Pettycur). At end of Burntisland High go under rly. br. and bear *l.* towards the pier.

**ROUTE 182. CUPAR TO ST. ANDREWS.**

A good road, with easy gradients. The distant view of St. Andrews on approaching the town from Guard Bridge is very striking. The famous golf links are seen over to *l.*, beyond the rly. line, before reaching the rly. br. It would be superfluous here to draw attention to the many charms of St. Andrews—the golf capital and Cathedral city; this has been adequately done in many books already.

| <i>Miles from<br/>St. Andrews.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                  |
|------------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                          |
| 9 $\frac{1}{2}$                    | CUPAR .....                    | ...                              | ...           | Route 181 to Dairsie.                                                                                                                                                                                                                                                    |
| 6 $\frac{1}{2}$                    | Dairsie .....                  | 3                                | 3             | At fork beyond the village bear to <i>r.</i> , on a gently descending road, and pass rly., beyond which there is a gradual rise, for $\frac{3}{4}$ m., and a roughish descent to Guard Bridge, where the mouth of the Eden is crossed. Fairly good surface on the whole. |

## Route 182.

**CUPAR TO ST. ANDREWS**—*continued.*

| <i>Miles from<br/>St. Andrews.</i> | <i>Places on the<br/>Road.</i>           | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------|------------------------------------------|----------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                          | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4 $\frac{1}{2}$                    | Guard Bridge .....                       | 2 $\frac{1}{2}$                  | 5 $\frac{1}{2}$ | Rather a stiff pull up from the br., then gently undulating towards St. Andrews. Pass under rly. br. and bear <i>r.</i> , passing the Marine Hotel on <i>l.</i> Bear <i>r.</i> up City Rd., passing entrance to sta. on <i>r.</i> , and, just beyond, bear <i>l.</i> into St. Mary's Pl., then <i>r.</i> by S. Bell St., at end of which Madras College is seen in front. Go to <i>l.</i> along South St. to Town Hall, on <i>r.</i> Fairly good surface from Guard Bridge. |
| $\frac{1}{2}$                      | Marine Hotel .....                       | 3 $\frac{3}{4}$                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                    | <b>ST. ANDREWS</b><br>(Town Hall.) ..... | $\frac{1}{2}$                    | 9 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**CUPAR TO ST. ANDREWS. Reverse.**—Leaving Town Hall on *l.*, go along South St., and opposite Madras College turn *r.* along S. Bell St., and to *l.* into St. Mary's Pl., at end of which bear *r.* down City Rd., and pass Marine Hotel on *r.* Go under rly. br. to *l.*; thence an unmistakable road to Dairsie, where Route 181 is joined. Follow reverse of that route to Cupar.

## ROUTE 183.

**BURNTISLAND TO ST. ANDREWS.**

An undulating road to Windygates and then uphill for 4 m., with nearly 6 m. of a downward slope on the other side, to Pitscottie; thence a gradual rise and fall to St. Andrews. To near Kennoway the surface is very good; the long ascent and descent beyond it is very fair and improves very much after Ceres. With an appreciable west wind blowing the run from the top of the hill near Pratis to St. Andrews is delightful.

| <i>Miles from<br/>St. Andrews.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                      |
| 9 $\frac{3}{4}$                    | <b>BURNTISLAND</b> .....       | ...                              | ...              | Route 181 to Gallatown.                                                                                                                                                                                                                                                                                                                                                              |
| 1 $\frac{1}{2}$                    | Gallatown .....                | 8 $\frac{1}{4}$                  | 8 $\frac{1}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                      |
| 6 $\frac{1}{2}$                    | Cameron Bridge .....           | 5                                |                  | Bear <i>r.</i> at fork; road descends to cross-roads and rly. and ascends beyond, running in a straight line for a considerable distance, and falls gradually towards Cameron Bridge. Pass over rly. near sta., cross Route 185 at Windygates, and ascend to Kennoway. Rather a stiff pull into the village. Capital surface to Windygates, then not quite so good through Kennoway. |
| 6 $\frac{1}{4}$                    | Windy gates .....              | $\frac{1}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                      |
| 5                                  | Kennoway .....                 | 1 $\frac{1}{4}$                  | 14 $\frac{3}{4}$ | Keep forward, ascending to Bonnybank, beyond which an undulating road for about a m., then ascending to Pratis. Route 196 joins on <i>r.</i> ; descent to Kame Br., where keep forward on an easy road to fork, where keep <i>l.</i> , passing Struthers on <i>l.</i> Descent to where road divides; keep to                                                                         |
| 4 $\frac{1}{2}$                    | Bonnybank .....                | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                      |
| 2 $\frac{1}{4}$                    | Pratis .....                   | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                  | Kame Bridge .....              | 1 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                      |
| $\frac{1}{2}$                      | Struthers .....                | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                      |



Route 183. **BURNTISLAND TO ST. ANDREWS**—*continued*

| <i>Miles from<br/>St. Andrews.</i> | <i>Places on the<br/>Road.</i>           | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------|------------------------------------------|----------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                          | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 9                                  | [Craigrothie].....                       | $\frac{1}{2}$                    |                 | <i>r.</i> (L. Route 196) having a capital downhill run to Ceres. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| $7\frac{1}{2}$                     | Ceres .....                              | $1\frac{1}{2}$                   | $22\frac{1}{4}$ | The tendency is still downward to Pitcottie, the Ceres Burn being crossed about midway. Route 197 is passed here at the cross-roads. Keep forward, uphill, and bear to L. where road forks. Steady rise for over a m. beyond the fork-roads. From top of the hill the long capital descent to St. Andrews begins. At the cross-roads, about a m. down the hill, Magu Muir, the scene of the treacherous murder of Archbishop Sharpe by a party of Covenanters in 1679, lies immediately to <i>r.</i> At fork before entering St. Andrews keep to <i>r.</i> along Argyle St., cross rly. br. and go under the old gateway or West Port, into South St. Town Hall on <i>r.</i> opposite Parish Ch. Very good surface. |
| $6\frac{1}{4}$                     | Pitcottie .....                          | $1\frac{1}{4}$                   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3                                  | [ <i>Magu Muir</i> ].....                | $3\frac{1}{4}$                   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| $\frac{1}{4}$                      | Railway Bridge .....                     | $2\frac{3}{4}$                   |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                    | <b>ST. ANDREWS</b><br>(Town Hall.) ..... | $\frac{1}{4}$                    | $29\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**BURNTISLAND TO ST. ANDREWS.** *Reverse.*—Leave by West Port and keep forward due E. by Argyle St., at  $\frac{1}{4}$  m. beyond which bear *r.* at fork and keep L. at next fork (*r.* to Strathkinness). At fork before Kennoway keep to *r.*, and in that village avoid road leading off to L. Beyond Cameron Br. keep to *r.*; thence unmistakable to Gallatown, from which point follow reverse of Route 181 to Burntisland.

EDITOR'S NOTE.—An alternative route between Kirkcaldy and Kennoway may be obtained by following Route 195 to Leven, going due W. from that town for  $1\frac{1}{4}$  m., and turning L. at the farm of Wester Durie to Kennoway, where the main route is rejoined. Kirkcaldy to Kennoway,  $11\frac{1}{4}$  m. The coast road to Leven is a very good one.

**ROUTE 184. BURNTISLAND TO LESLIE.**

(Via Lochgelly.)

A very tortuous, hilly, cross-country road, with dangerous hill before Leslie. Surface good as a whole.

| <i>Miles from<br/>Leslie.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                | <i>General description of the Road.</i>                                                                                                                                                                                                         |
|-------------------------------|--------------------------------|----------------------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>  |                                                                                                                                                                                                                                                 |
| $16\frac{3}{4}$               | <b>BURNTISLAND</b> .....       | ...                              | ...            | Route 166 to Cowdenbeath.                                                                                                                                                                                                                       |
| 10                            | Cowdenbeath .....              | $6\frac{3}{4}$                   | $6\frac{3}{4}$ | At branch-roads beyond Cowdenbeath turn to <i>r.</i> leaving the main road, and passing rlys. On entering Lochgelly turn to L., and keep to <i>r.</i> at fork roads N. of the village, with descent passing rly., to R. Ore. Undulating road to |
| 8                             | Lochgelly .....                | 2                                |                |                                                                                                                                                                                                                                                 |
| $6\frac{3}{4}$                | Cross R. Ore.....              | $1\frac{1}{4}$                   |                |                                                                                                                                                                                                                                                 |

Route 184. **BURNTISLAND TO LESLIE**—*continued.*

| Miles from Leslie. | Places on the Road.                                                                                                                                                                                                                                                               | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                                                                                                                                                                                                                                                                   | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5½                 | Auchterderran .....                                                                                                                                                                                                                                                               | 1¼             |        | Auchterderran, where bear to <i>L.</i> , and turn sharp <i>r.</i> over a ¼ m. beyond, having a long downhill run, and a short ascent to branch-roads, where bear <i>r.</i> to Kinglassie. Fairly good surface. Forward through the village, and bear to <i>L.</i> ¾ m. out. Road ascends for ¼ m., then turn sharp <i>r.</i> and sharp <i>L.</i> a m. further. <i>Very dangerous</i> winding descent towards Leslie, and a steep climb into the town, passing rly. level crossing. On entering Leslie, bear <i>r.</i> into High St. Fairly good surface. |
| 3½                 | Kinglassie .....                                                                                                                                                                                                                                                                  | 2              | 13¼    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                    | <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">             ↑<br/>             LESLIE<br/>             (High Street.)           </div> <div style="text-align: center;">             ↓           </div> </div> |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                    |                                                                                                                                                                                                                                                                                   | 3½             | 16¾    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**BURNTISLAND TO LESLIE.** *Reverse.*—From High St. turn down steep hill to *L.* (care required), pass over level crossing, and ascend the steep hill winding to *L.* in front. About ½ m. from top of hill turn sharp *r.*, and *L.* a m. further. Bear round to *r.* over ¼ m. beyond, and turn sharp *L.* downhill ½ m. beyond Kinglassie. At 1½ m. further turn *L.*, and bear to *r.* in Auchterderran. Turn *L.* before Lochgelly, and to *r.* in that village. On meeting Route 166 bear *L.*, and follow reverse of that route from Cowdenbeath to Burntisland.

**ROUTE 185. LEVEN TO KINROSS.**

Like most of the Fife roads, this route has several abrupt turns. Rather hilly between Leslie and Scotlandwell; for the rest the gradients are easier. Surface good on the whole, and scenery remarkably fine by the Lomond Hills and round Loch Leven.

| Miles from Kinross. | Places on the Road.       | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                           |
|---------------------|---------------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                           | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                            |
| 19¼                 | LEVEN<br>(Harbour.) ..... | ...            | ...    | Leave the town in a N.W. direction, pass rly. and turn <i>L.</i> at cross-roads. Descent to Windygates, where Route 183 is crossed, thence an ascending road for a m. with decline to Milltown. Turn sharp <i>r.</i> in village, ascend hill and turn <i>L.</i> on an ascending road towards Markinch, descending to that town, passing rly. Good surface. |
| 16½                 | Windygates .....          | 2¾             |        |                                                                                                                                                                                                                                                                                                                                                            |
| 14¼                 | Milltown .....            | 1¾             |        |                                                                                                                                                                                                                                                                                                                                                            |
| 13                  | Markinch .....            | 1¾             | 6¾     | Turn <i>L.</i> at cross-streets; road undulating to junction with Route 181, where keep <i>L.</i> at fork ahead, having a gradual rise to Leslie. Surface good.                                                                                                                                                                                            |
| 12                  | Road junction .....       | 1              |        |                                                                                                                                                                                                                                                                                                                                                            |
| 10                  | Leslie .....              | 2              | 9¾     |                                                                                                                                                                                                                                                                                                                                                            |
| 7¾                  | Auchmoorbridge .....      | 2¼             |        | In centre of the town turn <i>r.</i> , on an ascending road for 1½ m., then falling to Auchmoorbridge from which point there is a steep ascent (at parts 1 in                                                                                                                                                                                              |

## Route 185.

## LEVEN TO KINROSS—continued.

| Miles from<br>Kinross. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                      |
|------------------------|------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                       |
|                        | ↑<br>↑↑                |                         |        | 13) and a long undulating descent to Scotlandwell. Surface rather loose on the hills; good otherwise. |
| 5½                     | Scotlandwell.....      | 2¼                      | 13¾    | Here turn <i>r.</i> with easy running at foot of the                                                  |
| 4½                     | Kinnesswood .....      | 1                       |        | Lomond Hills by Kinnesswood to fork roads,                                                            |
| 3½                     | Fork-roads .....       | 1                       |        | where bear <i>l.</i> downhill; thence a level run,                                                    |
| 2                      | Fork-roads .....       | 1½                      |        | bearing to <i>l.</i> at next fork ( <i>r.</i> to Milnathort) to                                       |
|                        | KINROSS .....          | 2                       | 19¼    | junction with Route 166, on meeting which turn                                                        |
|                        | (Post Office.)         |                         |        | <i>l.</i> to Kinross. Good surface.                                                                   |

**LEVEN TO KINROSS.** *Reverse.*—Along Route 166 to beyond St. Paul's Episcopal Ch. (or *r.*), where follow a level road branching off to *r.* Bear *r.* along the base of the Lomond Hills and turn *l.* at Scotlandwell. Turn *r.* into Leslie and *l.* in that town. On meeting Route 181, bear slightly *r.*, then keep *l.* Keep on over first cross streets in Markinch, then turn *r.*, passing ch. on *r.*, and keep *l.* at fork, passing the rly. About a m. further turn sharp *r.* downhill to Milltown, where bear round to *l.* and pass through the village. At 1¼ m. beyond Windygates turn *r.* to Leven.

## ROUTE 186. SCOTLANDWELL TO KINROSS.

(Via S. of Loch Leven.)

A pleasant road, from which there are fine views of the Lomond Hills and Loch Leven, with its castle on Castle Island, famous as the scene of the memorable escape of Queen Mary of Scotland.

| Miles from<br>Kinross. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                             |
|------------------------|------------------------|-------------------------|--------|--------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total. |                                                              |
| 7¾                     | SCOTLANDWELL .....     | ...                     | ...    | Go due S. from the village across flat ground, pas           |
| 6½                     | New Gullet Bridge..... | 1¼                      |        | over R. Leven at New Gullet Br. and ascend                   |
| 6                      | Road junction .....    | ½                       |        | beyond, to where another road is met at right                |
| 2½                     | Road junction .....    | 3½                      |        | angles. Turn <i>r.</i> , having high ground on <i>l.</i> and |
|                        |                        |                         |        | Loch Leven on <i>r.</i> ; undulating road to junction        |
|                        |                        |                         |        | with Route 166, just beyond rly., where turn <i>r.</i>       |
| 1¾                     | Gairneybridge .....    | ¾                       | 6      | to Gairneybridge. Fairly good surface.                       |
|                        | KINROSS .....          | 1¾                      | 7¾     | Route 166 to Kinross.                                        |

**SCOTLANDWELL TO KINROSS.** *Reverse.*—Route 166 (reverse) for ¾ m. beyond Gairney bridge and bear sharp *l.* passing rly. At 3½ m. further turn again *l.* down to New Gullet Br., and forward to Scotlandwell.

## ROUTE 187.

## KINROSS TO RUMBLING BRIDGE.

A good road with an easy gradient up from Kinross, and a gradual descent to Crook of Devon and before Rumbling Bridge. Surface capital all the way. The scenery about the Crook and at Rumbling Bridge is very attractive.

| <i>Miles from Rumbling Br.</i> | <i>Places on the Road.</i>      | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                  |
|--------------------------------|---------------------------------|-----------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                 | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                          |
| 7½                             | KINROSS .....<br>(Post Office.) | ...                   | ...           | Leave the town due westward and pass the rly. sta., crossing rly. there. Keep <i>L.</i> at fork on a gradually ascending road by Balado. At 3½ m. from Kinross the ascent is more marked, but the top of the hill is soon reached and there is a capital downhill run, keeping <i>L.</i> at fork-roads, to Crook of Devon. Good surface. |
| 6½                             | Turfhills .....                 | 1                     |               |                                                                                                                                                                                                                                                                                                                                          |
| 5¼                             | Balado.....                     | 3½                    |               |                                                                                                                                                                                                                                                                                                                                          |
| 1¾                             | Crook of Devon .....            | 4                     | 5¾            | Beyond the village road crosses rly. and bends to <i>r.</i> , ascending slightly, and falls to road junction, where turn round sharp <i>r.</i> to Rumbling Bridge Sta., and cross R. Devon to hotel. (Admission to river banks 6d. each person: apply at hotel.)                                                                         |
|                                | RUMBLING BRIDGE ...<br>(Hotel.) | 1¾                    | 7½            |                                                                                                                                                                                                                                                                                                                                          |

KINROSS TO RUMBLING-BRIDGE. *Reverse.*—From hotel cross br. and pass rly. sta., and at road junction beyond turn sharp *L.* to Crook of Devon; thence an unmistakable road to Kinross.

## ROUTE 188. NEW INN TO PERTH.

(Via Newburgh.)

A fairly good undulating road, much easier than Route 189, though rather more circuitous. Some good views of the Firth of Tay and Carse of Gowrie before Newburgh.

| <i>Miles from Perth.</i> | <i>Places on the Road.</i>           | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                |
|--------------------------|--------------------------------------|-----------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                      | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                        |
| 21¾                      | NEW INN .....                        | ...                   | ...           | Going N. from the inn to the branch-roads keep to <i>L.</i> at first fork and to <i>r.</i> just beyond. Sharp fall to cross-roads, the village of Freuchie lying on <i>L.</i> Easy running to br. over R. Eden, beyond which keep to <i>L.</i> where road forks. Road gently undulating, with good surface to the cross-roads at Collessie, where Route 190 is passed. |
| 20½                      | Cross-roads .....<br>[Freuchie ¼ m.] | 1¼                    |               |                                                                                                                                                                                                                                                                                                                                                                        |
| 19¼                      | Fork-roads .....                     | 1¼                    |               |                                                                                                                                                                                                                                                                                                                                                                        |
| 16¼                      | Collessie .....<br>(Cross-roads.)    | 3                     | 5½            | Ascending road for 1½ m., then easier to Lindores, passing the loch on <i>L.</i> before the village. Keep forward, avoiding roads on <i>r.</i> and <i>L.</i> , and having rly. on <i>L.</i> towards Newburgh, the road being on the down grade from Lindores. Fair surface.                                                                                            |
| 13½                      | Lindores .....                       | 2¾                    |               |                                                                                                                                                                                                                                                                                                                                                                        |
| 12½                      | Glenburnie.....                      | 1                     |               |                                                                                                                                                                                                                                                                                                                                                                        |

## Route 188.

NEW INN TO PERTH—*continued.*

| Miles from<br>Perth. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                              |
|----------------------|------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                               |
| 11½                  | Newburgh.....          | 1                       | 10½    | Keep forward, passing rly. sta. on <i>l.</i> , over a very undulating road to Abernethy, in which village bear round to <i>r.</i> , then keep <i>r.</i> at fork beyond, with short ascent and good downhill run thence to Aberargie, beyond which, where Route 166 is joined, bear to <i>r.</i> Fair surface. |
| 8½                   | Abernethy.....         | 3½                      |        |                                                                                                                                                                                                                                                                                                               |
| 6¾                   | Aberargie .....        | 1½                      | 15     |                                                                                                                                                                                                                                                                                                               |
|                      | Perth .....            | 6¾                      | 21¾    | Route 166 to Perth.                                                                                                                                                                                                                                                                                           |

**NEW INN TO PERTH (VIA NEWBURGH).** *Reverse.*—Reverse of Route 166 to road junction near Aberargie, where bear *l.*, passing through that village. In Abernethy bear round to *r.* and avoid branch-roads on *l.* At fork beyond Newburgh keep to *r.* and to *l.* at Glenburnie. Beyond Lindores pass the loch on *r.*, and keep forward over the cross-roads at Collessie; thence unmistakable to New Inn.

## ROUTE 189. NEW INN TO PERTH.

(Via Strathmiglo.)

A good, gently undulating road to Edentown, with rather a stiffish rise and fall, but fair surface on the whole, across the hill to Bein Inn down in Glen Farg; thence to Perth an excellent road.

| Miles from<br>Perth. | Places on the<br>Road.    | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                |
|----------------------|---------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                           | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                 |
| 19¾                  | NEW INN .....             | ...                     | ...    | Go due N. to the branch-roads, where bear <i>l.</i> twice and follow the gradually descending road by Balreavie to Falkland. Good surface.                                                                                                                                                      |
| 18                   | Balreavie .....           | 1¾                      |        |                                                                                                                                                                                                                                                                                                 |
| 17                   | Falkland .....            | 1                       | 2¾     | Bear to <i>r.</i> here, and keep to <i>l.</i> at fork ahead, with an ascent to next fork-roads, where keep to <i>r.</i> over a fairly level road towards Strathmiglo, where keep <i>r.</i> at first branch-roads, then turn <i>l.</i> into the village and bear <i>r.</i> to sta. Good surface. |
| 16                   | Pillars of Hercules ..... | 1                       |        |                                                                                                                                                                                                                                                                                                 |
| 13¾                  | Strathmiglo .....         | 2½                      | 6      | Beyond sta. turn sharp <i>l.</i> on a gradually ascending road towards Edentown, with a slight descent to fork. Keep <i>r.</i> , road surface not so good, uphill for 2 m. to summit, and a long steep descent (about 1 in 19), roughish in parts, to Bein Inn.                                 |
| 11¾                  | Edentown.....             | 2                       |        |                                                                                                                                                                                                                                                                                                 |
| 9¾                   | Summit .....              | 2                       |        | Route 166 to Perth.                                                                                                                                                                                                                                                                             |
| 8½                   | Bein Inn .....            | 1½                      | 11½    |                                                                                                                                                                                                                                                                                                 |
|                      | Perth .....               | 8½                      | 19½    |                                                                                                                                                                                                                                                                                                 |



**NEW INN TO PERTH (VIA BEIN INN).** *Reverse.*—Reverse of Route 166 to Bein Inn, where keep *L.*, up stiff ascent. At Edentown bear *L.* and at Strathmiglo turn *r.*, passing rly. sta., and bear sharp *L.* beyond, then keep to *r.* when leaving the village, crossing the R. Eden. Bear *r.* to Falkland, then keep forward to road junction before New Inn, to which bear *r.*

## ROUTE 190. KINROSS TO CUPAR.

A very undulating road, typical of Fifeshire, but with good surface, as a whole, throughout.

| Miles from Cupar. | Places on the Road.            | Mileage.        |                  | General description of the Road.                                                                        |
|-------------------|--------------------------------|-----------------|------------------|---------------------------------------------------------------------------------------------------------|
|                   |                                | Inter-mediate.  | Total.           |                                                                                                         |
| 19 $\frac{1}{2}$  | KINROSS .....                  | ...             | ...              | Route 166 to Milnathort.                                                                                |
| 17 $\frac{1}{2}$  | Milnathort .....               | 1 $\frac{3}{4}$ | 1 $\frac{3}{4}$  | Continue to follow the main road (Route 166) to fork, where keep to <i>r.</i> on an undulating, chiefly |
| 16 $\frac{1}{2}$  | Fork-roads .....               | 1               |                  | descending road, with one or two short rises and                                                        |
| 14                | Burnside .....                 | 2 $\frac{3}{4}$ |                  | falls by Edentown and Strathmiglo to Auchtermuchty, where keep to <i>r.</i> at fork-roads. Good         |
| 12 $\frac{1}{2}$  | Edentown .....                 | 1 $\frac{3}{4}$ |                  | surface.                                                                                                |
| 10 $\frac{1}{2}$  | [Strathmiglo] .....            | 1 $\frac{3}{4}$ |                  |                                                                                                         |
| 8 $\frac{3}{4}$   | Auchtermuchty ...<br>(Bridge.) | 2               | 10 $\frac{3}{4}$ | Keep forward, avoiding a road to <i>r.</i> ; one or two stiffish rises, then undulating to the          |
| 6                 | Collessie .....                | 2 $\frac{3}{4}$ | 13 $\frac{1}{2}$ | Trafalgar Inn, on <i>L.</i> at Collessie cross-roads.                                                   |
| 4 $\frac{3}{4}$   | Collessie (Cross-roads.)       |                 |                  | Level for $\frac{1}{2}$ m., followed by slight fall and stiffish                                        |
| 4 $\frac{3}{4}$   | Cross-roads .....              | 1 $\frac{1}{4}$ |                  | ascent, with a decline to the lodge at cross-                                                           |
| 3 $\frac{3}{4}$   | (Melville Lodge.)              |                 |                  | roads, and fall and rise before Bow of Fife.                                                            |
| 3 $\frac{3}{4}$   | Bow of Fife .....              | 1               | 15 $\frac{3}{4}$ | Good surface.                                                                                           |
|                   |                                |                 |                  | Road descends at first, then rises for about $\frac{1}{2}$ m.,                                          |
|                   | CUPAR .....                    | 3 $\frac{3}{4}$ | 19 $\frac{1}{2}$ | is level for a m. and descends towards Cupar.                                                           |
|                   | (Town Hall.)                   |                 |                  | This hill into Cupar is rather lumpy latterly,                                                          |
|                   |                                |                 |                  | otherwise the road surface is good.                                                                     |

**KINROSS TO CUPAR.** *Reverse.*—Leave the town due W. from Bonnygate and keep to *L.* at fork. Thence a fairly straightforward road to Edentown, where keep again to *L.*; unmistakable to Milnathort, where bear *L.* along portion of Route 166 to Kinross.

## ROUTE 191. CUPAR TO PERTH.

Hilly for about 4 m. out of Cupar and then a capital run to Lindores. Surface rather lumpy out of Cupar, but good beyond the cross-roads. The wooded hill known as The Mount, which gave its name to that Sir David Lindsay, "Lord Lyon King-at-Arms," whom Scott has sketched as one of the characters in "Marmion," lies to *L.* before the cross-roads.

| Miles from Perth. | Places on the Road. | Mileage.       |        | General description of the Road.                           |
|-------------------|---------------------|----------------|--------|------------------------------------------------------------|
|                   |                     | Inter-mediate. | Total. |                                                            |
| 2                 | CUPAR .....         | ...            | ...    | Leave by Bonnygate and at branch-roads on the              |
|                   | (Town Hall.)        |                |        | ascent out of the town turn to <i>r.</i> , having a steady |

## Route 191.

CUPAR TO PERTH—*continued.*

| <i>Miles from<br/>Perth.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                       |
|------------------------------|--------------------------------|----------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                               |
| 21½                          | <i>Fork-roads</i> .....        | ½                                |               | rise for over 2 m. Beyond Kilmaron avoid road to <i>r.</i> (Route 192). From top of the hill descend (1 in 23) to the cross-roads ( <i>L.</i> to New Inn—a good road), then a long, almost level stretch of capital running to Lindores, where turn <i>r.</i> |
| 20                           | <i>Kilmaron</i> .....          | 1½                               |               |                                                                                                                                                                                                                                                               |
| 18                           | <i>Cross-roads</i> .....       | 2                                |               |                                                                                                                                                                                                                                                               |
| 15½                          | [ <i>Dunbog</i> ] .....        | 2½                               |               |                                                                                                                                                                                                                                                               |
| 13½                          | Lindores .....                 | 1¾                               | 8½            | Routes 188 and 166 to Perth.                                                                                                                                                                                                                                  |
|                              | Perth .....                    | 13½                              | 22            |                                                                                                                                                                                                                                                               |

**CUPAR TO PERTH. *Reverse.***—Reverse of Route 166 to Aberargie and 188 from thence to Lindores. At this latter place turn *L.* and avoid all branch and cross-roads to Cupar.

## ROUTE 192. CUPAR TO TAYPORT.

Beyond St. Michael's Inn the road is a gently-undulating one with good surface. It commands a wide view of Tents Moor, the mouth of the Tay, and the Forfarshire coast.

| <i>Miles from<br/>Tayport.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                            |
|--------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                    |
| 11½                            | CUPAR .....                    | ...                              | ...           | Route 181 to St. Michael's Inn.                                                                                                                                                                                                                                                                                                                                    |
| 4½                             | St. Michael's Inn .....        | 7                                | 7             |                                                                                                                                                                                                                                                                                                                                                                    |
| 1                              | Burnside .....                 | 3½                               |               | Keep forward through the wood over the cross-roads just at the inn, with a gradual rise when the open country is reached. Thence a capital gently undulating road, with the vast Tent Moor lying to <i>r.</i> , declining to Burnside, and with easy rise and fall into Tayport. Good surface. (Ferry steamer several times a day from Tayport to Broughty Ferry.) |
|                                | TAYPORT .....                  | 1                                | 11½           |                                                                                                                                                                                                                                                                                                                                                                    |
|                                | (Church.) .....                |                                  |               |                                                                                                                                                                                                                                                                                                                                                                    |

**CUPAR TO TAYPORT. *Reverse.***—Leave the town due S. on an easily-followed road to St. Michael's Inn, where go over the cross-roads and pass rly. and river beyond. Reverse of Route 181 to Cupar.

# ROUTE 193. LEVEN TO ST. ANDREWS.

(Via Upper Largo.)

A very arduous, hilly road beyond Upper Largo, rising from nearly sea level to over 500 ft. in a little over 3 m. Beyond that the hills are nearly all in the rider's favour to St. Andrews. The better road to St. Andrews is via Kennoway; see Route 183 and the note to that route.

| Miles from<br>St. Andrews | Places on the<br>Road.            | Mileage.               |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------|-----------------------------------|------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                   | Inter<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 14 $\frac{1}{4}$          | LEVEN .....<br>(Harbour.)         | ...                    | ...              | From the harbour go straight through the town by High St., pass a ch. on <i>l.</i> and pass the rly., and at road junction turn sharp <i>r.</i> with a short winding ascent just beyond; thence a straight, gently undulating road to Lundin Mill, where bear <i>l.</i> down a steep narrow descent through the village. Cross br. and bear <i>r.</i> on an undulating ascending road to Upper Largo (or Kirkton of Largo), the gradient becoming rather stiff latterly. Good surface.                                                                                                                                                                                                                                           |
| 13 $\frac{3}{4}$          | Scoonie Bridge .....<br>↓         | I                      |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 12                        | Lundin Mill.....                  | 1 $\frac{3}{4}$        |                  | Enter the village bearing to <i>r.</i> at ch. gate and turn <i>l.</i> at d.p.; ascend a long, steep hill by the side of Largo Law. At hill-top turn <i>l.</i> , having a gradual rise for 1 $\frac{1}{2}$ m. further, and descend to Largoward. Roughish surface on the climb out of Upper Largo, then fairly good.                                                                                                                                                                                                                                                                                                                                                                                                              |
| 11                        | Upper Largo .....<br>↑            | I                      | 3 $\frac{3}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7 $\frac{3}{4}$           | Summit.....                       | 3 $\frac{1}{4}$        |                  | Pass over Route 197 and keep forward by Lathones, beyond which, on coming to the plantation turn <i>l.</i> then <i>r.</i> , having a downhill run for 1 $\frac{1}{2}$ m.; keep sharp <i>l.</i> where roads branch on this descent. This is followed by one or two more or less steep rises and falls and a long quick descent (1 in 15 in parts) towards Mount Melville Sta. Here turn <i>r.</i> , cross rly., and bear to <i>l.</i> , with a fairly steep downhill run (gradient same as above) to St. Andrews. Cross the Kinness Burn at Maggie Murray's Br., and at end of Bridge St. turn <i>r.</i> and pass under the old gateway, or West Port, into South St. Town Hall on <i>r.</i> beyond Madras College. Fair surface. |
| 6 $\frac{1}{4}$           | Largoward .....<br>(Cross-roads.) | I                      | 8                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5 $\frac{3}{4}$           | Lathones .....                    | I                      |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5 $\frac{1}{4}$           | Road junction ....<br>↓           | $\frac{1}{2}$          |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1 $\frac{3}{4}$           | Mount Melville Station<br>↓       | 3 $\frac{1}{2}$        |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| $\frac{1}{4}$             | Bridge Street Corner.....<br>↓    | 1 $\frac{1}{2}$        |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                           | ST. ANDREWS .....<br>(Town Hall.) | $\frac{1}{4}$          | 14 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**LEVEN TO ST. ANDREWS. Reverse.**—Leave westwards by South St., and after passing under the old West Port turn *l.* into Bridge St. and keep forward, having rly. on *r.*, to Mount Melville Sta., where turn *l.* after crossing rly. Beyond the Cameron Burn turn to *r.*, and bear to *l.* then *r.* at road junction in plantation at top of hill. Keep over cross-roads at Largoward and *walk down* the steep hill into Upper Largo. Bear *l.* near ch. gate in that village, then *r.* At Lundin Mill cross br., go up the steep, narrow hill beyond, and keep forward. At the end of the long, straight stretch of road descend a short hill and then turn *l.* to Leven.

## ROUTE 194. ST. ANDREWS TO NEWPORT.

A very easy road, with good surface, to St. Michael's Inn, then rather more hilly with dangerous descent into Newport. The quaint old church at Leuchars is worthy of attention.

| Miles from<br>Newport. | Places on the<br>Road.  | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------|-------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                         | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11 $\frac{1}{4}$       | ST. ANDREWS .....       | ...                     | ...              | Follow reverse of Route 182 to Guard Bridge, and after crossing the Eden turn sharp <i>r.</i> over rly. (level crossing; gates frequently closed) and go through the village. Pass the distillery, cross <i>br.</i> and keep forward over an open, gently undulating road to Leuchars. Pass <i>ch.</i> on <i>r.</i> and bear <i>l.</i> on an easy road, having the N. B. main line on <i>l.</i> , to St. Michael's Inn. Good surface on whole; rather soft in parts. |
| 7                      | Guard Bridge .....      | 4 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5 $\frac{1}{4}$        | Leuchars .....          | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                        | (Church.)               |                         |                  | Route 181 to Newport.                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4                      | St. Michael's Inn ..... | 1 $\frac{1}{4}$         | 7 $\frac{1}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                        | NEWPORT .....           | 4                       | 11 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**ST. ANDREWS TO NEWPORT. Reverse.**—Route 181 (reverse) to St. Michael's Inn. Keep forward, having rly. on *r.*, to Leuchars, where bear *r.*, passing *ch.* on *l.*, and keep to *r.* Beyond the level crossing at Guard Bridge turn *l.* and cross R. Eden. Route 182 to St. Andrews.

## ROUTE 195. BURNTISLAND TO CRAIL.

(Via Elie.)

This road, skirting the Fife coast, passes through an interesting succession of fishing villages and summer watering-places. Each place visited has some peculiar characteristic of its own, the quaintest being St. Monans, Pittenweem, and Crail, spots well known to artists and to all who frequent Scottish picture galleries. The gradients on this road are as a rule easy, and the surface, with local exceptions, very good.

| Miles from<br>Crail. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                             |
|----------------------|------------------------|-------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                              |
| 33 $\frac{1}{2}$     | BURNTISLAND .....      | ...                     | ...             | Route 181 to Pathhead.                                                                                                                                                                                                                                       |
| 26 $\frac{1}{4}$     | Pathhead .....         | 6 $\frac{3}{4}$         | 6 $\frac{3}{4}$ |                                                                                                                                                                                                                                                              |
|                      | ↑<br>⌄                 |                         |                 | Keep forward along Nether St., at end of which keep to <i>r.</i> with rise and fall to Dysart, before entering which town turn sharp <i>l.</i> up a stiffish hill, passing <i>ch.</i> on <i>l.</i> , the town lying on <i>r.</i> , below. Lumpy surface.     |
| 25 $\frac{3}{4}$     | [Dysart].....          | 1                       | 7 $\frac{3}{4}$ |                                                                                                                                                                                                                                                              |
| 24 $\frac{1}{4}$     | Bowhouse .....         | 1 $\frac{1}{2}$         |                 | Keep forward to fork roads, where bear <i>r.</i> , and turn <i>l.</i> in over $\frac{1}{4}$ m., road running for a considerable way under trees and therefore sticky after rain. Easy ascent, through the avenue, towards Bowhouse and downhill by Coaltown, |

## Route 195.

**BURNTISLAND TO CRAIL**—*continued.*

| <i>Miles from Crail.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------|----------------------------|-----------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 23 $\frac{1}{4}$         | Coaltown .....             | 1                     |                  | keeping to $\angle$ . $\frac{3}{4}$ m. beyond this latter place ( $r.$ to East Wemyss). Road ascends, crosses rly., and is fairly level to Methilhill, from which point there is a capital downhill run to Leven. Very good surface as a whole; rough locally with traffic.                                                                                                                                                                                           |
| 20                       | Methilhill .....           | 3 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 19 $\frac{1}{2}$         | Kirkland .....             | $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 18 $\frac{1}{2}$         | Leven .....                | 1                     | 15               | Route 193 to Upper Largo.                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                          | (Harbour.)                 |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 14 $\frac{3}{4}$         | Upper Largo .....          | 3 $\frac{3}{4}$       | 18 $\frac{3}{4}$ | Keep forward over an undulating road, and a short distance beyond the 21st m.s. from Burntisland turn to $r.$ (forward, see note) on an undulating road by Kilconquhar Sta., beyond which bear $r.$ to Elie. Turn $\angle$ into High St. and keep forward. Good surface.                                                                                                                                                                                              |
| 11                       | Kilconquhar .....          | 3 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9 $\frac{1}{2}$          | Elie.....                  | 1 $\frac{1}{2}$       | 24               | Rly. crossed near sta., road fairly level at first and rising and falling before St. Monans. Keep to $\angle$ after passing rly. over an almost level, open road to Pittenweem, into which village bear $r.$ then $\angle$ , and keep straight on, passing the Clydesdale Bank. At road junction bear $\angle$ , with slight ascent at first then a downhill run to Wester Anstruther. At Temperance Hotel bear $\angle$ then to $r.$ past Post Office. Good surface. |
| 7                        | [St. Monans] .....         | 2 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5 $\frac{1}{2}$          | Pittenweem .....           | 1 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                          | (Clydesdale Bank.)         |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4 $\frac{1}{4}$          | W. Anstruther .....        | 1 $\frac{1}{4}$       | 29 $\frac{1}{4}$ | Road rises out of the village and is level to Upper Kilrenny, where bear $r.$ twice and then to $\angle$ , having passed the ch. on $\angle$ , thence a capital, almost level run to Crail.                                                                                                                                                                                                                                                                           |
|                          | (Post Office.)             |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3 $\frac{1}{4}$          | Upper Kilrenny .....       | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                          | <b>CRAIL</b> .....         | 3 $\frac{1}{4}$       | 33 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                          | (Town Hall.)               |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**BURNTISLAND TO CRAIL.** *Reverse.*—Leave Town Hall due westward and bear round to  $r.$  in Upper Kilrenny, then to  $\angle$ . In Wester Anstruther bear  $r.$  at Temperance Hotel. Pass through Pittenweem, and on leaving bear  $r.$  then  $\angle$  and keep to  $\angle$  at fork ( $r.$ , direct road via Colinsburgh). Bear to  $\angle$  at rly. br. near St. Monans, and in middle of Elie High St. turn sharp  $r.$ , passing rly. beyond. About  $\frac{3}{4}$  m. after passing rly. turn sharp  $\angle$  and pass Kilconquhar Sta. on  $\angle$ . From Upper Largo to Leven reverse of Route 193. Beyond Leven Harbour cross river, road bending to  $\angle$  on the ascent beyond. After crossing rly. avoid a road to  $\angle$  and keep forward, passing sta. on  $r.$  Easily-followed road to Dysart—where descend the hill with care—and Pathhead. Reverse of Route 181 to Burntisland.

**ALTERNATIVE ROUTE (VIA COLINSBURGH).** Keep forward beyond the 21st m.s. Undulating road into Colinsburgh; level through the village, out of which road is again undulating, then level. At white iron guide tablet on wall turn  $r.$ , road thence undulating, with intermediate level stretches, to junction with the coast road at d.p. Very good surface. Upper Largo to Colinsburgh,  $3\frac{1}{2}$  m.; to Pittenweem,  $8\frac{1}{4}$ . This is a more direct, but not so interesting, road than by Elie and St. Monans.



## ROUTE 196. LARGO TO CUPAR.

An excessively hilly road—in fact without what one might call a redeeming bit of level. Those who are fond of climbing hills in order to obtain fine views from the summits will find this route quite to their liking. Surface loose in the steeper parts, but fair as a whole.

| Miles from Cupar. | Places on the Road.           | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                               |
|-------------------|-------------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                               | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                |
| 9½                | LARGO .....<br>↑ (Pier.)<br>⌄ | ...            | ...    | Ascend from pier, passing under rly. to main road, which cross, and go up the steep hill ahead. Top of hill in ½ m., then ½ m. of an equally steep descent, bearing to L., to a small br., from which there is a long, stiff climb to summit. Fair surface; roughish in parts. |
| 8                 | Cross Kiel Burn.....<br>↓     | 1½             |        |                                                                                                                                                                                                                                                                                |
| 6                 | ↑ Cross-roads .....           | 2              |        | 4½ From the hill top, where a capital view is obtained, the road descends steeply at first (1 in 13), then more gradually towards Ceres. Surface fair on the whole.                                                                                                            |
| 5½                | Summit.....<br>↓              | ¾              | 4½     |                                                                                                                                                                                                                                                                                |
| 3                 | Ceres .....                   | 2½             | 6½     | On joining main road go to r. into village then turn sharp L., crossing the Ceres Burn, and going up the ascent ahead, and descending to junction with Route 181. Bear L. over rly. and river and to r. in the town.                                                           |
| 2½                | Bridgend .....                | ½              |        |                                                                                                                                                                                                                                                                                |
|                   | CUPAR .....<br>(Town Hall.)   | 2½             | 9½     |                                                                                                                                                                                                                                                                                |

**LARGO TO CUPAR. Reverse.**—Turn L. out of town, cross river and rly., bear r., then keep to L. at fork. In Ceres turn r., then to L. off main road. *Dangerous* descent to Largo.

**ANOTHER ROAD.** On joining main road above Largo bear L., then turn to r. from Lundin Mill over a hilly road to junction with Route 183, which follow to Craigrothie. Here bear L. at fork and keep again to L. beyond and join Route 181, on which proceed into Cupar. Surface fair. Distance, 10 m.

## ROUTE 197. ANSTRUTHER TO CUPAR.

A rather uninteresting up-and-down cross-country road, with some sharp rises and falls, but having fair surface.

| Miles from Cupar. | Places on the Road.           | Mileage.       |        | General description of the Road.                                                             |
|-------------------|-------------------------------|----------------|--------|----------------------------------------------------------------------------------------------|
|                   |                               | Inter-mediate. | Total. |                                                                                              |
| 15¾               | ANSTRUTHER .....<br>(Wester.) | ...            | ...    | Leave westward by Route 195 and keep to r. at fork. Undulating with capital surface, keeping |

Route 197. **ANSTRUTHER TO CUPAR**—*continued.*

| <i>Miles from<br/>Cupar.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                    |
|------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                            |
| 13                           | <i>Fork-roads</i> .....        | 2 $\frac{3}{4}$                  |                  | to <i>L.</i> at fork roads, to branch-roads before Colinsburgh. Here bear <i>r.</i> ( <i>L.</i> , see note to Route 195), having a plantation on <i>L.</i> Road rises and falls, is undulating, and then goes up a stiffish hill and falls to the Den Burn and has a succession of ups and downs to Largoward, where Route 193 is crossed. |
| 11 $\frac{1}{4}$             | <i>Branch-roads</i> .....      | 1 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                            |
|                              | ↑<br>↓                         |                                  |                  |                                                                                                                                                                                                                                                                                                                                            |
| 9 $\frac{1}{2}$              | <i>Cross Den Burn</i> .....    | 1 $\frac{3}{4}$                  |                  | 7 $\frac{1}{4}$ Keep straight forward, road being very undulating to Westfield of Radernie, where a road from Crail (Route 198) joins on <i>r.</i> , and beyond which, at fork roads, keep to <i>L.</i> Road descends to Baldinnie and to Pitscottie, where Route 183 is crossed. Fair surface.                                            |
| 8 $\frac{1}{2}$              | <i>Largoward</i> .....         | 1                                |                  |                                                                                                                                                                                                                                                                                                                                            |
| 6 $\frac{1}{2}$              | <i>Radernie</i> .....          | 2                                |                  |                                                                                                                                                                                                                                                                                                                                            |
|                              | (Peat Inn.)                    |                                  |                  |                                                                                                                                                                                                                                                                                                                                            |
| 4 $\frac{3}{4}$              | <i>Baldinnie</i> .....         | 1 $\frac{3}{4}$                  |                  | 12 $\frac{1}{2}$ Take road to <i>L.</i> ahead, which presently bends round to <i>L.</i> , ascending, and is undulating to Cupar. Fairly good surface.                                                                                                                                                                                      |
| 3 $\frac{1}{4}$              | <i>Pitscottie</i> .....        | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                            |
|                              | <b>CUPAR</b> .....             | 3 $\frac{1}{4}$                  | 15 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                            |
|                              | (Town Hall.)                   |                                  |                  |                                                                                                                                                                                                                                                                                                                                            |

**ANSTRUTHER TO CUPAR.** *Reverse.*—Leave as by Route 181, but bear to *r.* at fork just beyond the town, cross the R. Eden, and pass the rly. Keep forward over cross-roads at Pitscottie, and avoid all branch-roads. At Radernie keep to *r.*, and keep forward at Largoward. On meeting road at right-angles, E. of Colinsburgh, bear *L.*, and follow the road as described in a note to Route 195, to Anstruther.

**ROUTE 198. CUPAR TO CRAIL.**

Like all the roads in the interior of Fifeshire, this route consists of a series of varying undulations, and has no particular attractions. The surface throughout is fairly good.

| <i>Miles from<br/>Crail.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------|--------------------------------|----------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 17 $\frac{1}{2}$             | <b>CUPAR</b> .....             | ...                              | ...              | Route 197 (reverse) to Radernie.                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11                           | <i>Radernie</i> .....          | 6 $\frac{1}{2}$                  | 6 $\frac{1}{2}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                              | (Peat Inn.)                    |                                  |                  | Keep to <i>L.</i> at road junction in the village, road descending to fork, where again keep <i>L.</i> Undulating run to Knight's Ward Wood, and a winding descent to Lochty, beyond which there is a turn to <i>r.</i> , then <i>L.</i> Keep forward on an open road, over cross-roads, and skirt Troy Wood on <i>r.</i> for 1 $\frac{1}{2}$ m., then turn <i>r.</i> , downhill; road bends to <i>L.</i> , ascends, and falls to junction with Route 200 before Crail. Fairly good surface. |
| 9 $\frac{1}{2}$              | <i>Fork-roads</i> .....        | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7 $\frac{1}{4}$              | <i>Knight's Ward Wood</i> .... | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 6                            | <i>Lochty</i> .....            | 1 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4 $\frac{1}{2}$              | <i>Cross-roads</i> .....       | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                              | <b>CRAIL</b> .....             | 4 $\frac{1}{2}$                  | 17 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                              | (Town Hall.)                   |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**CUPAR TO CAIL.** *Reverse.*—Leave Cupar due N., and bear *L.* at fork. 2 m. further turn sharp *L.* and go along the edge of Troy Wood for  $1\frac{1}{2}$  m. Thence an easily-followed road to Peat Inn, where join Route 197.

## ROUTE 199.

### ANSTRUTHER TO ST. ANDREWS.

A hilly road with good surface. A splendid view of St. Andrews is obtained while descending the long hill towards that town.

| Miles from<br>St. Andrews | Places on the<br>Road.      | Mileage.                |                | General description of the Road.                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------|-----------------------------|-------------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                             | Inter-<br>medi-<br>ate. | Total.         |                                                                                                                                                                                                                                                                                                                                                                                             |
| $9\frac{3}{4}$            | ANSTRUTHER<br>(Easter.)     | ...                     | ...            | Proceed westwards out of the village, cross Route 195 and pass rly. Easy undulating road with upward trend to branch-roads, where keep <i>r.</i> and pass over cross-roads at Spalefield. The ascent is continued for $1\frac{1}{2}$ m., and Route 198 is passed over; slight ascent to Kingsmuir Inn. Good surface.                                                                        |
| 8                         | Branch-roads                | $1\frac{3}{4}$          |                |                                                                                                                                                                                                                                                                                                                                                                                             |
| $7\frac{1}{4}$            | Spalefield                  | $\frac{3}{4}$           |                |                                                                                                                                                                                                                                                                                                                                                                                             |
| $5\frac{3}{4}$            | ↑ Cross-roads               | $1\frac{1}{2}$          |                |                                                                                                                                                                                                                                                                                                                                                                                             |
| $5\frac{1}{4}$            | Kingsmuir Inn               | $\frac{1}{2}$           | $4\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                             |
| $4\frac{1}{4}$            | Dunino                      | 1                       |                |                                                                                                                                                                                                                                                                                                                                                                                             |
| 4                         | ↓ Cross Wakefield Burn      | $\frac{1}{4}$           |                |                                                                                                                                                                                                                                                                                                                                                                                             |
| $3\frac{3}{4}$            | Stravithie Mill             | $\frac{1}{4}$           |                |                                                                                                                                                                                                                                                                                                                                                                                             |
| $3\frac{1}{4}$            | Stravithie                  | $\frac{1}{2}$           |                |                                                                                                                                                                                                                                                                                                                                                                                             |
| 3                         | Woodend                     | $\frac{1}{4}$           |                |                                                                                                                                                                                                                                                                                                                                                                                             |
| $1\frac{1}{2}$            | Road junction               | $1\frac{1}{2}$          |                | Descent to the Chesters Burn and by Dunino to the Wakefield Burn, this latter descent being 1 in 15. Level to Stravithie Mill and the br. over the Cameron Burn, and ascending by Stravithie and Woodend, passing a plantation, and falling by a long hill, during which Route 200 is joined on <i>r.</i> , to St. Andrews. Enter the town as in Route 200. Very good surface on the whole. |
|                           | ST. ANDREWS<br>(Town Hall.) | $1\frac{1}{2}$          | $9\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                             |

**ANSTRUTHER TO ST. ANDREWS.** *Reverse.*—Route 200 (reverse) to fork  $1\frac{1}{2}$  m. out. Here bear *r.* and keep forward over all cross-roads to Anstruther. Cross Route 195 and go forward into Easter Anstruther.

## ROUTE 200. CAIL TO ST. ANDREWS.

An easy road to near Boarhills, where there is an ascent of  $\frac{3}{4}$  m. This is not difficult, however, and the view from the road-level at the top of the hill is extensive. Surface good until entering St. Andrews, when it becomes a trifle lumpy. This is one of the pleasantest roads in Fife, on a bright, clear, breezy day, with a side-wind blowing off shore.

| Miles from<br>St. Andrews | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                        |
|---------------------------|------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                         |
| 10                        | CAIL<br>(Town Hall.)   | ...                     | ...    | Leave Cail due N., and keep forward at fork-roads ( <i>L.</i> , Route 198). Gradual rise to Smithfield, |

Route 200. **CRAIL TO ST. ANDREWS**—*continued.*

| <i>Miles from<br/>St. Andrews</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------|--------------------------------|----------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 9                                 | Smithfield .....               | I                                |               | then undulating to Newhall Mill, where the Kippo Burn is crossed. The road descends, gently, to Kingsbarns. Good surface.<br>3 Keep forward, having rise of $\frac{1}{4}$ m. beyond the village, thence easy to Pitmilley, where bear <i>L.</i> , cross the Kenly Burn $\frac{3}{4}$ m. beyond, and nearly $\frac{1}{4}$ m. further turn <i>r.</i> , and then to <i>L.</i> in another $\frac{1}{4}$ m. (forward, to Boarhills). Capital surface.<br>5 $\frac{1}{2}$ The road ascends a longish hill, is level for about a m. on the top, falls to the level before Brownhills, then descends towards St. Andrews, Route 199 being joined on <i>L.</i> Pass along St. Mary's St., cross the Shore Br., and bear <i>L.</i> into Abbey Walk, having the high abbey wall on <i>r.</i> Bear <i>r.</i> into Abbey St., and turn sharp <i>L.</i> on entering South St., Town Hall being on <i>L.</i> , opposite the Parish Ch. Good surface; roughish in the town. |
| 8                                 | Newhall Mill Bridge...         | I                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 7                                 | Kingsbarns .....               | I                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                   | (S. end of village.)           |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 $\frac{3}{4}$                   | Pitmilley .....                | I $\frac{1}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4 $\frac{1}{2}$                   | [Boarhills].....               | I $\frac{1}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4                                 | Kinglassie.....                | $\frac{1}{2}$                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I $\frac{1}{4}$                   | Brownhills .....               | 2 $\frac{1}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| $\frac{1}{2}$                     | Shore Bridge .....             | I $\frac{1}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                   | ST. ANDREWS .....              | $\frac{1}{2}$                    | IO            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                   | (Town Hall.)                   |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**CRAIL TO ST. ANDREWS.** *Reverse.*—Proceed eastwards along South St., turn sharp *r.* down Abbey St., at end of which bear *L.*, by Abbey Walk, to Shore Br. At fork-roads bear *L.* Near Boarhills turn sharp *r.*, and then *L.* in  $\frac{1}{4}$  m., and cross the Kenly Burn. Thence an easily-followed road to Crail.

**ROUTE 201. PERTH TO ABERDEEN.**

(Via Dundee and Arbroath.)

A splendid main road with excellent surface; fairly level to Arbroath, becoming hilly between Arbroath and Montrose, and with some sharp gradients of no great length between the latter place and Aberdeen. Fine coast scenery north of Montrose.

| <i>Miles from<br/>Aberdeen.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                     |
|---------------------------------|--------------------------------|----------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                             |
| 88                              | Perth .....                    | ...                              | ...           | From City Chambers in Tay St., proceed northwards to the br., cross river into Bridgend and take first turning to <i>r.</i> along Dundee Rd. (To <i>L.</i> at Bridgend, Routes 207 and 208.) Excellent level run by river side past Kinfauns Sta. to Glencarse, where road leaves river but continues level, with fine surface, to Inchtur. |
|                                 | (City Chambers.)               |                                  |               |                                                                                                                                                                                                                                                                                                                                             |
| 84                              | Kinfauns Station.....          | 4                                |               |                                                                                                                                                                                                                                                                                                                                             |
| 81 $\frac{1}{2}$                | Glencarse .....                | 2 $\frac{1}{2}$                  |               | 13 Proceed through the village, and at $\frac{1}{2}$ m. further road begins to ascend to Longforgan, through                                                                                                                                                                                                                                |
| 75                              | Inchtur .....                  | 6 $\frac{1}{2}$                  |               |                                                                                                                                                                                                                                                                                                                                             |
| 72 $\frac{1}{2}$                | Longforgan .....               | 2 $\frac{1}{2}$                  |               |                                                                                                                                                                                                                                                                                                                                             |

## Route 201.

## PERTH TO ABERDEEN—continued.

| <i>Miles from<br/>Aberdeen.</i> | <i>Places on the<br/>Road.</i>          | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------|-----------------------------------------|----------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                         | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 70                              | Invergowrie .....                       | 2 $\frac{1}{2}$                  |                  | which village it is level. Gradual descent for 2 m. and rise past Invergowrie into Dundee. Tramlines are met on entering Dundee. Proceed along Perth Rd. to High St.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 66                              | <b>DUNDEE</b> .....<br>(Town House.)    | 4                                | 22               | Leave by Reform St. (opposite Town House), turn to <i>r.</i> in Meadowside Rd. for a short distance, then bend to <i>l.</i> , proceeding northwards, and passing Albert Institute and Royal Exchange on <i>l.</i> ; cross Bell St., and bear to <i>r.</i> along Victoria Rd., Victoria St., and Arbroath Rd. Ascent out of the city; at fork-streets bear to <i>r.</i> Tramlines are followed to the terminus. Road becomes level but rough with local traffic, but improves towards Muirdrum, for some distance before which place it is undulating. Muirdrum is the only village on this stage.                                                                                     |
| 55                              | Muirdrum .....                          | 11                               | 33               | From this village the road descends gradually to Elliot jun., where a line of rails is crossed on the level; rough as a rule. Railway embankment runs beside road on <i>r.</i> for a short distance; pass under br. to <i>r.</i> , and turn again to <i>r.</i> a short distance further, entering the High St. by way of the harbour. Good surface.                                                                                                                                                                                                                                                                                                                                   |
| 49                              | <b>Arbroath</b> .....<br>(Harbour.)     | 6                                | 39               | Pass up High St. over rough paving as far as the Abbey ruins, where turn to <i>r.</i> (Route 213 enters on <i>l.</i> beyond the Abbey.) Ascent to beyond Marywell, followed by easy decline to level before Inverkeilor. A winding descent of $\frac{1}{2}$ m. to Lunan Water should be carefully ridden. Ascent, sharp at first, then more gradual for 3 m., followed by 1 m. of undulating road, then quick descent, not dangerous, to junction with Route 214 (on <i>l.</i> ). Pass under rly. br. and cross R. Esk by the narrow stone br. to <i>l.</i> , beyond which, pass over suspension br. and along Bridge St., a broad and level road leading into High St. Good surface. |
| 44                              | Inverkeilor .....                       | 5 $\frac{1}{2}$                  |                  | Ascent, sharp at first, then more gradual for 3 m., followed by 1 m. of undulating road, then quick descent, not dangerous, to junction with Route 214 (on <i>l.</i> ). Pass under rly. br. and cross R. Esk by the narrow stone br. to <i>l.</i> , beyond which, pass over suspension br. and along Bridge St., a broad and level road leading into High St. Good surface.                                                                                                                                                                                                                                                                                                           |
| 36 $\frac{3}{4}$                | <b>Montrose</b> .....<br>(Peel Statue.) | 7                                | 51 $\frac{1}{4}$ | Pass up High St. (one of the widest in Scotland), and along Murray St., the Mall, and Northesk Rd. At fork, beyond br. over Caledonian Rly., turn to <i>r.</i> ( <i>l.</i> , Route 220). Level to br. over R. North Esk; ascent towards St. Cyrus, into which village there is a short descent. Good undulating bit of road to Lauriston, beyond which the village of Johnshaven lies to <i>r.</i> on the coast line. Undulating road with descent into Bervie. Very good surface.                                                                                                                                                                                                    |
| 31 $\frac{3}{4}$                | St. Cyrus .....                         | 5                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 28 $\frac{1}{4}$                | [Johnshaven] .....                      | 3 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 24 $\frac{1}{4}$                | Bervie .....                            | 4                                | 63 $\frac{3}{4}$ | Cross Bervie Water; ascent for 2 $\frac{1}{2}$ m., undulating                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



## Route 201.

PERTH TO ABERDEEN—*continued.*

| <i>Miles from Aberdeen.</i> | <i>Places on the Road.</i>              | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------|-----------------------------------------|-----------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                         | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             |                                         |                       |               | descent to Catterline Burn. Fairly level to beyond Dunottar Castle (on <i>r.</i> ), when road descends into Stonehaven, with some awkward bends; care necessary. Turn to <i>r.</i> into the town. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 14½                         | Stonehaven .....                        | 10                    | 73½           | (Routes 207 and 219 are met here). At north end of town keep to <i>r.</i> ( <i>L.</i> , Route 220). Ascent for 2 m., then road falls to Muchalls Burn, and again rises, passing Muchalls Sta. on <i>r.</i> to above Skateraw, beyond which it is undulating, with an upward tendency to old toll-house at fork-roads. Here there is a choice of two roads into Aberdeen. (1) Bear to <i>r.</i> at fork, passing a loch on <i>L.</i> , and seaside village of Cove on <i>r.</i> Steep descent at Nigg Ch. (danger board); pass the rly. and turn to <i>L.</i> over suspension br. Pass under rly. to <i>L.</i> , proceed along Wellington Rd., and pass under rly. to <i>r.</i> along Palmerston Rd., and turn <i>L.</i> into Market St. to Post Office (on <i>r.</i> ). |
| 10                          | Muchalls Station.....                   | 4½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4½                          | Fork-roads .....                        | 5½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             |                                         |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | <b>ABERDEEN</b> .....<br>(Post Office.) | 4½                    | 88            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | <b>ALTERNATIVE ROUTE.</b> ...           | ...                   | ...           | (2) Bear to <i>L.</i> at fork. A quick descent to br. of Dee commences in village of Charlestown. (At br. of Dee Route 222 is met). Cross the br. and proceed up Bridge of Dee Rd., where tramlines are met, and along Holborn Pl. and Wellington St., at the end of which bear to <i>r.</i> along Union St. Cross rly. by Union Br. and turn down Market St. (fourth opening on <i>r.</i> ) to Post Office (on <i>L.</i> , at corner, when the docks are reached). Very good surface from Stonehaven; lumpy on outskirts of Aberdeen.                                                                                                                                                                                                                                  |
|                             | <b>ABERDEEN</b> .....<br>(Post Office.) | 5½                    | 89            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**PERTH TO ABERDEEN. Reverse.**—Leave Post Office and proceed along Market St., with docks on *L.* Turn *r.* into Palmerston Rd.; go under rly. and along Wellington Rd., passing again under rly., and to *L.* over suspension br. Turn to *r.* (*L.* to Torry), and ascend Nigg Hill. At S. end of Stonehaven (into which town there is a descent requiring care) turn to *L.* up a winding ascent. Keep to *r.* on entering Bervie, avoiding the Station Rd. to *L.* Enter Montrose by Northesk Rd., and pass down High St. At Peel Statue bear to *r.*, cross suspension br., and narrow stone br. Bear to *r.*, and to *L.* at fork-roads. After crossing Lunan Water, keep to *L.* into Inverkeilor. Abbey ruins on *L.* on entering Arbroath High St. Proceed down the High St., and turn to *r.* along Bridge St., and continue along Lady Loan and Dundee Rd. Pass under rly., and turn to *L.* Enter Dundee by Arbroath Rd.; pass along Victoria St. and Rd., cross Wellgate, and turn to *L.*, passing Albert Institute on *r.* Bear to *r.* for a short distance along Meadowside Rd., and turn to *L.* down Reform St., to Town House. Here turn to *r.* along High St. and

Nethergate, following tramway lines. Unmistakable road to Perth. At Bridgend, turn to *L.* and cross the Tay, bearing immediately to *L.* down Tay St., to City Chambers (on *r.*).

EDITOR'S NOTE.—The main road between Dundee and Arbroath does not pass through those important holiday resorts Broughty Ferry and Carnoustie. These places may be reached by the riverside road leaving Dundee Town House by Seagate and keeping straight on, with the *rlly.* on *r.*, to Broughty Ferry. Leave Broughty Ferry by Monifieth Rd., and from the latter place proceed to Carnoustie by way of Barry, with the *rlly.* running near the road to the *r.* From Carnoustie Harbour proceed to East Haven Sta. and turn to *L.* following the straight road ahead until it meets the main road about a m. E. of Muirdrum village. This coast road is level, passing for the most part beside the links of Barry and Carnoustie.

## ROUTE 202. DUNDEE TO FORFAR.

A good main road, hilly in parts, but with excellent surface on the whole.

| Miles from Forfar. | Places on the Road.          | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                |
|--------------------|------------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                              | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                 |
| 14                 | DUNDEE.....<br>(Town House.) | ...             | ...              | Proceed from the city as in Route 201, as far as the Morgan Hospital. At fork keep to <i>L.</i> Uphill for $\frac{1}{4}$ m; steep fall to Dichty Water.                                                                                                                                                                                         |
| 12                 | Cross Dichty Water.....<br>↑ | 2               |                  | Ascent for $1\frac{1}{2}$ m., latter half stiff. Descent to 4th m.s. Road undulates for over a m. through wooded country, frequently rough; gradual rise to Todhills.                                                                                                                                                                           |
| 8                  | Todhills.....<br>↑           | 4               | 6                | Stiffish ascent to 7 m. at fork, keep to <i>r.</i> ( <i>L.</i> for Glamis, Route 203). Descent for 1 m., which should be ridden with care, followed by a level stretch, about $\frac{3}{4}$ m. long. A further downhill portion to Inverichty, rather steep at first. Road undulating, with upward tendency, for 2 m., and descent into Forfar. |
| 3 $\frac{1}{2}$    | Inverichty.....<br>↓         | 4 $\frac{1}{2}$ | 10 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                 |
|                    | Forfar.....                  | 3 $\frac{1}{2}$ | 14               |                                                                                                                                                                                                                                                                                                                                                 |

DUNDEE TO FORFAR. *Reverse.*—Leave Forfar at south-west of the town by Dundee Rd., thence unmistakable to Dundee. Powrie Brae, 3 m. from Dundee Town House, should be ridden with care.

## ROUTE 203. DUNDEE TO KIRRIEMUIR.

(Via Glamis.)

A hilly road, roughish about the summit, but a fair surface otherwise. Kirriemuir may also be reached by combining Routes 202 and a portion of the reverse of Route 212.

| Miles from Kirriemuir. | Places on the Road.          | Mileage.       |        | General description of the Road.  |
|------------------------|------------------------------|----------------|--------|-----------------------------------|
|                        |                              | Inter-mediate. | Total. |                                   |
| 17                     | DUNDEE.....<br>(Town House.) | ...            | ...    | Proceed by Route 202 to Todhills. |

Route 203. **DUNDEE TO KIRRIEMUIR**—*continued.*

| <i>Miles from<br/>Kirriemuir</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------|--------------------------------|----------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 11                               | Todhills.....<br>↑<br>⌵        | 6                                | 6             | At fork, beyond Todhills, bear to <i>L.</i> Ascent for $1\frac{1}{2}$ m., then fairly level to foot of Lumleyden Brae, which is very steep. Beyond the summit the road descends rapidly at first, then more gradually, to Milton. Fairly level for nearly 1 m.; keep to <i>r.</i> , passing Charleston on <i>L.</i> , then steep descent to Glamis.                                                                                       |
| 7                                | Milton .....                   | 4                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6 $\frac{3}{4}$                  | Charleston.....<br>⌵           | $\frac{1}{4}$                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                                | Glamis .....                   | 1 $\frac{3}{4}$                  | 12            |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4                                | Glamis Station.....<br>⌵       | 1                                |               | Here Route 207 is crossed. Bear to <i>L.</i> and take first turning on <i>r.</i> , keeping the policies of Glamis Castle on <i>r.</i> Rly. crossed at Glamis Sta., to which there is a descent from the cross-roads. Undulating road for 2 m. and gradual rise for 2 m. towards Kirriemuir, before reaching which Route 212 is met at Southmuir. Parish Ch. on <i>r.</i> on entering Kirriemuir; road dips before the town. Good surface. |
| $\frac{1}{2}$                    | Southmuir.....                 | 3 $\frac{1}{2}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                  | <b>KIRRIEMUIR</b> .....        | $\frac{1}{2}$                    | 17            |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                  | (Town House.)                  |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                           |

**DUNDEE TO KIRRIEMUIR.** *Reverse.*—Leave Kirriemuir southwards, passing Parish Ch. on *L.* At Southmuir bear to *r.* At Glamis Castle gate turn to *L.*, and, a few yards further, to *r.* At Milton keep *L.*, and walk down the dangerous hill towards junction with Route 202. Reverse of that route to Dundee.

**ROUTE 204.****DUNDEE TO NEWTYLE AND GLAMIS.**

Rough with local traffic to Lochee and a short distance beyond; improving after Muirhead; then good to Newtyle and Eassie. After Eassie the surface is rough, but improves considerably towards Glamis.

| <i>Miles from<br/>Glamis.</i> | <i>Places on the<br/>Road.</i>       | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------|--------------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                      | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 18 $\frac{1}{4}$              | <b>DUNDEE</b> .....<br>(Town House.) | ...                              | ...           | From Town House ( <i>b</i> ) proceed along Reform St., at head of which turn <i>L.</i> along Meadowside and Ward Roads, until Lochee Rd. is joined, when turn again to <i>L.</i> Gradual ascent to Lochee; tramlines. From tram terminus turn <i>L.</i> , and at fork keep <i>r.</i> Gradual ascent to Birkhill; keep to <i>L.</i> before entering the village. Fairly level for 2 m. At Muirhead fork-roads keep to <i>r.</i> ( <i>L.</i> , Route 205). Lumpy in parts. |
| 16 $\frac{1}{4}$              | Lochee .....                         | 2                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | (Station.)                           |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## Route 204. DUNDEE TO NEWTYLE AND GLAMIS

—continued.

| Miles from Glamis. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                         |
|--------------------|---------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                          |
| 13                 | Muirhead .....      | 3½             | 5½     | Road falls for 1 m., and again ascends steadily to Burnhead, the rly. running parallel on <i>r.</i> Fairly level for 1½ m., and gradual descent of the "Glack" (or Pass) of Newtyle, with sharp turn at one portion, then easy to the village. Good surface.             |
|                    | ↓                   |                |        |                                                                                                                                                                                                                                                                          |
| 7                  | Newtyle.....        | 6              | 11½    | At cross-roads (d.p.) turn sharply to <i>r.</i> Road pleasantly undulating for 3 m., then ascends, passing Eassie Ch. on <i>r.</i> ; for 1½ m., surface rough. Short descent, and subsequent level stretch to Glamis. Good surface.<br>(Routes 203 and 207 joined here.) |
| 3½                 | Eassie School       | 3½             |        |                                                                                                                                                                                                                                                                          |
|                    | ↑                   |                |        |                                                                                                                                                                                                                                                                          |
|                    | GLAMIS .....        | 3½             | 18½    |                                                                                                                                                                                                                                                                          |

**DUNDEE TO NEWTYLE AND GLAMIS. Reverse.**—Straight road to Newtyle. At cross-roads (d.p.) turn to *l.* and up the pass, rly. being on *l.* part of the way. Thence unmis- takable by Lochee into Dundee. Tramlines met in Lochee. Proceed by Ward Rd. and Reform St. to Town House in High St., Dundee.

EDITOR'S NOTES.—(a) A connecting road between this route and Route 207 leaves Newtyle at the Estate Office corner, keeping to *l.* (road to *r.* going to sta. only). This road descends to Alyth Jun. Sta. (1 m.), rises for a short distance, and descends into Meigle (2½ m.). Good surface.

(b) Or, leave Town House as follows: Proceed along Nethergate to S. Tay St. (third on *r.*); go along that street and follow tramlines to terminus in Lochee—gradual ascent. Rather less traffic than by Reform St.

## ROUTE 205. DUNDEE TO BLAIRGOWRIE.

Rough to Lochee—good road to summit—looser surface on Tullybaccart Brae, and an excellent road from the foot of that hill into Blairgowrie.

| Miles from Blairgowrie. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------|---------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 19                      | DUNDEE .....        | ...            | ...    | Route 204 to Muirhead.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 13½                     | Muirhead .....      | 5½             | 5½     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | ⚡                   |                |        | At fork roads keep to <i>l.</i> , fairly level for 1 m., then gradual ascent for nearly 4 m. to summit on the Sidlaws. About half-way up this ascent keep to <i>l.</i> ( <i>r.</i> to village of Lundie). The descent of Tullybaccart hill on the other side is dangerously steep, and must be cautiously ridden, especially at the awkward bends. At the cross-roads keep straight on, easy descent for 2½ m. into Coupar-Angus, on entering which town a level rly. crossing is passed over; gates frequently closed. |
| 7                       | Ashley Cross-roads  | 6½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

Route 205. **DUNDEE TO BLAIRGOWRIE**—*continued.*

| <i>Miles from Blairgowrie.</i> | <i>Places on the Road.</i>                     | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------|------------------------------------------------|-----------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                                | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 $\frac{3}{4}$                | Coupar-Angus .....<br>(Cross.)                 | 2 $\frac{1}{4}$       | 14 $\frac{3}{4}$ | (Route 206 is joined on <i>r.</i> before entering the town.)<br>A short distance beyond the rly. crossing turn to <i>r.</i> in the small square, and proceed for some little way along Forfar Road. Turn to <i>L.</i> opposite a road leading out of rly. sta. (which is on <i>r.</i> ). Decline to Couttie Br. over R. Isla; rise for $\frac{1}{4}$ m., and comparatively level to rly. level crossing at Rosemount Sta. ( <i>a</i> ). On entering Blairgowrie turn sharp <i>r.</i> down first road to sta.<br>(Routes 208 and 212 met here.) |
| 1 $\frac{1}{2}$                | Rosemount Station.....                         | 3 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                | <b>BLAIRGOWRIE</b> .....<br>(Railway Station.) | 1 $\frac{1}{2}$       | 19               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**DUNDEE TO BLAIRGOWRIE.** *Reverse.*—Leaving rly. sta. (on *L.*) proceed straight out of the town, crossing rly. at Rosemount Sta. On entering Coupar-Angus opposite rly. sta., turn to *r.* along Forfar Rd. and to *L.* in the Square, passing out of the town over level rly. crossing. Pass over cross-roads over a m. out, and again at Ashley. Ascend Tullybaccart hill, rising over the Sidlaws. From Muirhead proceed into Dundee as in reverse of Route 204.

(*a*) If the rider desires to join Route 208 he should go on by Reform St., turn *L.* (keeping Douglas Hotel on *r.*), and go up into Perth Rd., turning *r.* by Queen's Hotel. Or, at Douglas Hotel go forward, passing hotel on *L.*, down to foot of Wellmeadow and continuing on to br., joining Route 208 there.

**ROUTE 206. NEWTYLE TO COUPAR-ANGUS.**

(Via Kettins.)

A narrow, winding road, but having very fair surface to cross-roads, then very good to Coupar-Angus.

| <i>Miles from Coupar-Angus.</i> | <i>Places on the Road.</i>               | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------|------------------------------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                          | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5 $\frac{3}{4}$                 | <b>NEWTYLE</b> .....<br>(Estate Office.) | ...                   | ...           | Leaving cross-roads, proceed in a S.W. direction; road level under rly. br., then rising gradually to end of first m., thence a gradual descent all the way to Coupar-Angus. At 2 m. bear <i>L.</i> ( <i>r.</i> to Ardler), road being rather tortuous for $\frac{3}{4}$ m., and finally going round a sharp bend to <i>L.</i> —care required. Fairly straight to next bend, where turn <i>r.</i> , then <i>L.</i> , then easy to Kettins; fair surface. |
| 3 $\frac{3}{4}$                 | Road junction .....                      | 2                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1 $\frac{1}{4}$                 | Kettins .....<br>(Bridge.)               | 2                     | 4             | Entering village, bear <i>r.</i> over small br., and pass through the village green. At $\frac{3}{4}$ m. further, Route 205 is joined at the cross-roads. Turn to                                                                                                                                                                                                                                                                                        |



Route 206. NEWTYLE TO COUPAR-ANGUS—*continued.*

| <i>Miles from<br/>Coupar-Angus.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                               |
|-------------------------------------|--------------------------------|----------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------|
|                                     |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                       |
|                                     | COUPAR ANGUS .....<br>(Cross.) | 1 $\frac{3}{4}$                  | 5 $\frac{3}{4}$ | r. towards Coupar-Angus, passing over level crossing on entering that town (gates frequently closed). Good surface after cross-roads. |

NEWTYLE TO COUPAR-ANGUS. *Reverse.*—Leave the Square, passing S. over level crossing, and having a red ch. on l. At cross-roads bear l., thence a winding, but hardly mistakable, road to Newtyle.

## ROUTE 207. PERTH TO ABERDEEN.

(Via Forfar and Brechin.)

An excellent main road all the way, pleasantly undulating, and with a splendid surface.

| <i>Miles from<br/>Aberdeen.</i> | <i>Places on the<br/>Road.</i>  | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------|---------------------------------|----------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                 | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 81 $\frac{3}{4}$                | Perth .....<br>(City Chambers.) | ...                              | ...              | Proceed up Tay St. and turn to r. over the br. into Bridgend; here turn to l. (r., Route 201) and follow tramlines. At fork, a few yds. further, keep to r. (l., Route 208); ascent, rather stiff at first, but becoming more gradual, to Scone, where the tramlines cease. Out of the village the ascent again becomes somewhat steep, and is followed by a fine undulating piece of road, with upward trend, to fork at Balbeggie. Here keep to the l. at the inn. Easy descent through the village, and a stiffish rise for $\frac{1}{4}$ m. The road then becomes undulating, and descends through Burreltown and Woodside villages, by a long, easy decline to the rly. br. Thence level into Coupar-Angus. Excellent surface. |
| 79 $\frac{1}{4}$                | Scone .....                     | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 76 $\frac{3}{4}$                | Balbeggie .....<br>(Inn.)       | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 71 $\frac{1}{4}$                | Burreltown .....                | 5 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 69                              | Coupar-Angus .....              | 2 $\frac{1}{4}$                  | 12 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 64                              | Meigle .....                    | 5                                |                  | Pass straight through the town (where Routes 205 and 211 are met), passing Railway Hotel on r. Undulating, with fine surface to Meigle, before which village keep to r. at branch-roads, and bear to l. in passing through the village, to rly. sta. Slight ascent 1 m. beyond Meigle, then fairly level to the level rly. crossing at Eassie. Ascent to Glamis (where Routes 203 and 204 are joined). Out of Glamis there is a stiffish rise, and a subsequent decline for nearly 1 m. Again                                                                                                                                                                                                                                       |
| 57 $\frac{1}{2}$                | Glamis .....                    | 6 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

## Route 207.

PERTH TO ABERDEEN—*continued.*

| <i>Miles from Aberdeen.</i> | <i>Places on the Road.</i>         | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------|------------------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                    | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 52                          | Forfar .....<br>(Town Hall.)       | 5½                    | 29½           | uphill out of Douglstown, and thence descending into Forfar. Good surface. (Routes 202, 212, and 213 met here.) Enter Forfar by West Port, bear to <i>L.</i> at Town Hall along Castle St., then keep forward. Ascent out of the town; at fork-roads keep to the <i>r.</i> ; rly. sta. passed on <i>r.</i> The road becomes almost level for many miles, with a fine, solid surface. Very slight undulations before Brechin. On entering the town bear <i>L.</i> at lamps. Very good surface. |
| 39½                         | Brechin .....<br>(Town Hall.)      | 12½                   | 42½           | Ascent through the town. At Commercial Hotel turn to <i>L.</i> at right angles. (Routes 215 and 216 converge here.) An upward incline passing under rly. br. Gradual descent to North Esk Bridge; cross the river, and at ¼ m. further turn to <i>r.</i> , following telegraph posts. Easy ascent towards Laurencekirk; keep to <i>L.</i> at branch-roads, 2½ m. beyond Esk Br. ( <i>r.</i> , Route 217). Fair surface.                                                                       |
| 34                          | North Esk Bridge .....             | 5½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 28½                         | Laurencekirk .....<br>(Town Hall.) | 5½                    | 53½           | Proceed straight through the town, rly. running parallel on <i>L.</i> , road descending to Fordoun Sta. The rly. is twice passed, the road gradually ascending, with a midway dip to a bridge, for nearly 6 m., followed by a long descent into Stonehaven, which must be carefully ridden. Where Route 201 is met S. of the town, turn at right-angles to <i>L.</i> into the town. Good surface.                                                                                             |
| 24½                         | Fordoun Station .....              | 4                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                             | ↓                                  |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 14½                         | Stonehaven .....                   | 10½                   | 67½           | Route 201 to Aberdeen.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                             | <b>ABERDEEN</b> .....              | 14½                   | 81½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**PERTH TO ABERDEEN (VIA FORFAR AND BRECHIN).** *Reverse.*—Reverse of Route 201 to Stonehaven. On leaving that town turn sharp *r.*, then *L.*, and again to *r.*, uphill. Keep to *L.* 4¼ m. further, and turn *L.* near a br. 2½ m. beyond. Keep again *L.* before Fordoun Sta., and to *r.* beyond Laurencekirk. Before North Esk Br. turn *L.*, and keep *r.* when over. Keep again to *r.* just beyond Brechin, and turn to *L.* into Glamis village, then keep forward at the Castle Gate, and bear *r.* at fork beyond. After Meigle Sta. keep *L.*, and again *L.* at Burrelton. Thence a straight forward road to Perth, bearing to *r.* over the Tay (following tramlines), and at end of br. sharp *L.* into Tay St. to City Chambers on *r.*



# ROUTE 208. PERTH TO BRAEMAR.

(Via Glenshee.)

Excellent road to Blairgowrie; good surface to Bridge of Cally; thence fair on the whole, though loose in parts, to Braemar. A heavy road for cycling, but extremely picturesque. The beauty of the scenery and the bracing atmosphere make up for any labour required in passing over this famous "Royal Route."

| Miles from Braemar. | Places on the Road.                          | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------|----------------------------------------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                              | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 50                  | Perth .....<br>(City Chambers.)              | ...             | ...              | Proceed up Tay St., cross the br. to the <i>r.</i> , and in Bridgend turn to <i>L.</i> , following tramlines ( <i>r.</i> , Route 201). Where road forks, a few yds. further, take the low road to the <i>L.</i> ( <i>r.</i> , Route 207). Gradual descent, then a rise to Scone, passing palace on the <i>L.</i> ; ascent continues to Lethendy, beyond which the road is undulating for 5 m., through Guildtown to Cargill, the sta. being passed on the <i>r.</i> Descent to Bridge of Isla. Just beyond the br., the famous beech hedge, which is a $\frac{1}{2}$ m. long, and 80 ft. high, is passed on <i>L.</i> At fork-roads keep to <i>r.</i> ( <i>L.</i> , Route 211). About a m. beyond fork there is a sharp dip to narrow br., thence fairly level, passing the White and Black lochs, to within a m. of Blairgowrie; gradual ascent into the town. Proceed straight down the Main St. to Queen's Hotel on <i>L.</i> Excellent surface. |
| 48                  | Old Scone.....                               | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 44 $\frac{1}{2}$    | Guildtown.....                               | 3 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 40                  | Cargill Station.....                         | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 39 $\frac{1}{2}$    | Bridge of Isla .....                         | 4 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 34 $\frac{1}{2}$    | Blairgowrie .....<br>(Queen's Hotel.)        | 4 $\frac{3}{4}$ | 15 $\frac{1}{2}$ | Beyond the hotel turn down to <i>r.</i> (Allan St.) towards rly. sta., bearing to <i>L.</i> to the br., and crossing into Rattray. Stiff ascent; turn to <i>L.</i> up Balmoral Rd., thence straight on to Craighall Br. Gradual ascent to Craighall, and slight fall to the br; sharp turn to <i>L.</i> in crossing; care required. Long steady rise to Glenericht Lodge, and a splendid straight decline towards Bridge of Cally. Very good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 34 $\frac{1}{2}$    | Rattray .....                                | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 32 $\frac{1}{2}$    | Craighall Bridge.....                        | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 28 $\frac{1}{2}$    | Bridge of Cally .....<br>(Temperance Hotel.) | 4               | 21 $\frac{1}{2}$ | Cross br., turn abruptly to <i>r.</i> and ascend the steep Strone Brae. Finger post on <i>r.</i> $\frac{1}{2}$ m. up, "To Braemar." Keep straight on, road very hilly, with some steep unrideable ascents, to South Persie Farm. The hill here is narrow and steep, and should be walked. Steep descent on other side; thence a series of more gradual undulations to Persie Hotel. Fair surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 25 $\frac{1}{2}$    | ↑ Persie Farm .....                          | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | ↑                                            |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | ↓                                            |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 24 $\frac{1}{2}$    | Persie Hotel.....                            | 1               | 25 $\frac{1}{2}$ | The tendency is now downhill, but the road still continues its "switchback" nature; beyond Bleaton Hallet House (on <i>r.</i> across the river) the road rises gradually to road junction at Dalrulzian (d.p. on <i>L.</i> ). Road to <i>L.</i> leads to Kirkmichael (5 m.). Slight ascent to Glenkilrie                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 22                  | Road junction .....                          | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

## Route 208.

## PERTH TO BRAEMAR—continued.

| Miles from Braemar. | Places on the Road.                                  | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------|------------------------------------------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                                      | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 17 $\frac{3}{4}$    | Finegand Farm.....                                   | 4 $\frac{1}{4}$ |                  | Brae, which is short but very steep, and must be walked. Thence over the "Braes of the Lair," with uphill tendency, some sharp and long descents, and narrow road, rendering careful riding necessary. Finegand Farm-house passed on <i>r.</i> ; road still undulating, but with rather better surface to the Spital of Glenshee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 15 $\frac{1}{2}$    | Spital of Glenshee .....<br>(Invercauld Arms Hotel.) | 2 $\frac{1}{4}$ | 34 $\frac{1}{2}$ | Turn sharply to <i>r.</i> over General Wade's road, and across the high-backed br., with Parish Ch. on <i>l.</i> From this point the road rises steadily up Glen Beag, with a short easy downhill run at intervals. The surface becomes loose and stony, and the road when well up the Glen begins the ascent of the Cairnwell. All human habitation is now lost sight of, and huge hillsides rise up in every direction, covered with heather to their summits. The ascent cannot be ridden, as it is for 2 m. very steep and culminates in that remarkable example of road engineering, known as the "Devil's Elbow"—a truly awe-inspiring zig-zag. The road here is exceedingly steep and dangerous; summit 2200 ft. above sea level. At top of the hill there is a danger board, warning cyclists who may be descending the "Elbow." |
| 9 $\frac{1}{2}$     | Devil's Elbow ...                                    | 6               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 9                   | The Summit.....                                      | $\frac{1}{2}$   | 41               | Aberdeenshire is entered, and the road begins a long, delightful descent, which may be ridden at a quick pace with comparative safety, if the bell is sounded at all the bends. Surface loose in parts, but fair on the whole. Road improves in quality as it approaches Braemar, keeping the Clunie Water on <i>l.</i> , and passing Auchallater farm on <i>r.</i> Slight descent into Braemar, passing Victoria Institute on <i>l.</i> ; turn to <i>l.</i> at d.p. to Fife Arms Hotel. Keeping straight on at d.p., along Ballater Rd., the Invercauld Arms Hotel is reached. Post and Telegraph office at Braemar worked by Aberdeen; no direct connection with Blairgowrie. (Route 221 is joined here.) Very fair surface on approaching Braemar.                                                                                    |
| 2                   | Auchallater Farm .....                               | 7               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                     | BRAEMAR .....                                        | 2               | 50               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**PERTH TO BRAEMAR. Reverse.**—Leaving Fife Arms Hotel, turn to *r.* at d.p., and proceed up the glen, keeping the Clunie Water on immediate *r.* Danger board at the summit; rider should at once dismount and walk down the "Devil's Elbow" bends, and should not re-mount for nearly 2 m., and great care should be taken until the comparatively level ground in Glen Beag is gained. Cross "high-backed" br., passing Parish Ch. on *r.* Turn to *l.* into Glenshee, passing Invercauld Arms Hotel

on *l.* Keep straight on at all cross-roads, and ride the several sharp descents with caution. At Bridge of Cally turn to *l.*, and cross br. Turn to *r.* at Royal Hotel in Rattray, just before Blairgowrie; sharp descent. Cross br., and bear to *r.* up Allan St., and then to *l.* to the Queen's Hotel and Cross, in High St.

## ROUTE 209. PERTH TO DUNKELD.

(Via Caputh.)

This road passes through beautiful scenery, especially at the portions where it follows the bank of the Tay. Very fair surface all the way.

| <i>Miles from Dunkeld.</i> | <i>Places on the Road.</i>      | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------|---------------------------------|-----------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                 | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 17                         | Perth .....<br>(City Chambers.) | ...                   | ...              | Proceed up Tay St., bending to <i>l.</i> when passing the br., keeping North Inch on <i>r.</i> and bearing again to <i>l.</i> along Athole St. At St. Ninian's Cathedral turn to <i>r.</i> , passing the barracks on <i>l.</i> Leave Perth by the Dunkeld Rd., keeping to <i>r.</i> at first fork ( <i>l.</i> , Routes 279 and 280). Fairly level for 4 m., passing under rly. and crossing R. Almond. Keep to <i>r.</i> at branch-roads, and ascend slightly to Luncarty Sta. Splendid surface. |
| 12 $\frac{1}{2}$           | Luncarty Station.....           | 4 $\frac{1}{2}$       | 4 $\frac{1}{2}$  | Descent from sta. to the level. Keep to <i>r.</i> at fork 1 m. further, passing Strathord Sta. on <i>l.</i> ( <i>l.</i> , Route 210). Gradual rise to Stanley, turning sharp <i>l.</i> into the village, and keeping to <i>l.</i> at fork $\frac{3}{4}$ m. beyond. Level for 2 m., and descent, passing Murthly Sta. on <i>r.</i> , to R. Tay, which cross by a new br., supplanting the old ferry, and into Caputh. Ascent from the river. Fair surface.                                        |
| 11 $\frac{1}{2}$           | Strathord Station .....         | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 9 $\frac{3}{4}$            | Stanley .....                   | 1 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 6                          | Murthly Station .....           | 3 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4 $\frac{3}{4}$            | Caputh .....<br>(Church.)       | 1 $\frac{1}{4}$       | 12 $\frac{1}{4}$ | Turn to <i>l.</i> ; join Route 211 at fork (d.p.) beyond the village. Easy ascent for 2 m., thence undulating; downward tendency on the whole, with some nasty bends, to within $\frac{1}{2}$ m. of Dunkeld. Level into village, road running through beautifully wooded country on E. bank of the Tay. Fair surface.                                                                                                                                                                            |
|                            | DUNKELD .....<br>(High Street.) | 4 $\frac{3}{4}$       | 17               | (Routes 210, 282, and 283 are joined here.)                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**PERTH TO DUNKELD. Reverse.**—From the br. proceed a few yds. northwards, and take first turning on *r.*, and keep to *r.* at fork. At Caputh, turn to *r.*, and, beyond the village, cross the Tay. Before Stanley, keep to *r.* at fork, and bend again to *r.* when leaving the village, having the R. Tay on *l.* Bear to *l.* at Strathord Sta., thence a straight-forward road into Perth.



# ROUTE 210. PERTH TO INVERNESS.

Essentially one of the most picturesque tourist routes in Scotland, passing through all varieties of the grandest Highland scenery, from the deeply wooded river glens, as at Killiecrankie, and down Speyside, to the wild, bare, and rugged Glen Garry, ascending the Grampians. None but sturdy riders, however, should cycle between Bruar and Dalwhinnie, as the road is a neglected one, the gradient very tedious, and there is no hotel or inn for 20 m. The dangerous hills between Carrbridge and Inverness should be ridden with great caution.

| Miles from Inverness. | Places on the Road.                | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------|------------------------------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                    | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 116                   | Perth<br>(City Chambers.)          | ...             | ...              | Proceed as in Route 209 to near Strathord Sta., and at the fork-roads here bear to the <i>L.</i> ( <i>r.</i> , Route 209). Short rise after passing under rly., sta. lying on <i>r.</i> Easy gradient up to Bankfoot, in which village bear to <i>L.</i> at fork. Road still ascending through the hamlet of Waterloo, the top of the hill being reached $1\frac{1}{4}$ m. beyond that place. Descent to the rly. br., beyond which an awkward bend must be ridden with care. Easy run, through wooded land, into Birnam. When through the village, turn to <i>r.</i> and cross the R. Tay into Dunkeld. Surface good. (Routes 282 and 283 leave, on <i>L.</i> , $\frac{1}{2}$ m. beyond Birnam.) Proceed straight through Dunkeld, bearing to <i>L.</i> at branch-roads, at N. end of village. Ascent for 1 m., and subsequently an undulating descent by Dowally to Guay Sta. (on <i>L.</i> ), and a succession of long undulations, parallel with R. Tay, to Ballinluig. (A road leaves on the <i>L.</i> , running on the N. bank of the Tay, to Weem Hotel or Aberfeldy; but, to reach the latter place from here, it is preferable to cross the Tay at Logierait (ferry), or at Grantully Br., and proceed 'to Aberfeldy over a portion of Route 283 (see p. 298), a distance of 9 m.) Road continues undulating to within $1\frac{1}{2}$ m. of Pitlochrie, when it is level, but again ascends during the last $\frac{1}{2}$ m. into the village; bear to <i>L.</i> on entering. Good surface, though sandy in places and apt to be rather heavy in very dry weather. |
| 110 $\frac{1}{2}$     | Fork-roads                         | 5 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 107 $\frac{1}{4}$     | Bankfoot                           | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 106 $\frac{1}{4}$     | Waterloo                           | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 102                   | Birnam                             | 4 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 101 $\frac{1}{4}$     | Dunkeld                            | 3 $\frac{1}{4}$ | 14 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 96 $\frac{3}{4}$      | Dowally                            | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 93 $\frac{1}{2}$      | Ballinluig                         | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 88 $\frac{3}{4}$      | Pitlochrie<br>(Memorial Fountain.) | 4 $\frac{3}{4}$ | 27 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 83 $\frac{3}{4}$      | Aldclune                           | 5               |                  | Proceed straight through the village, passing rly. sta. on <i>L.</i> Road ascends in long easy slopes towards the Pass of Killiecrankie, through remarkably fine scenery. The last $\frac{1}{2}$ m. to the summit of the Pass is rather stiff. Rapid fall to beyond the sta., and sharp ascent to Aldclune, then easy to Blair Athole. The surface to Killiecrankie is good, but from that point to Blair Athole again becomes rough and sandy in parts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 81 $\frac{3}{4}$      | Blair Athole                       | 2               | 34 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                       |                                    |                 |                  | The hotel and rly. sta. passed on <i>L.</i> ; road level, with good surface to Bruar, at which point the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

Route 210. PERTH TO INVERNESS—*continued.*

| <i>Miles from<br/>Inverness.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                   | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------|----------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 78 $\frac{3}{4}$                 | Bruar .....                    | 3                                |                   | long ascent over the Grampians commences, by way of Glen Garry. The ascent is easy for 1 $\frac{1}{2}$ m. beyond Dalriach, but again becomes stiff to Dalnacardoch shooting lodge (on L.). The prospect is now wild and desolate in the extreme; trees are left behind and not seen again until Strathspey is reached. To obviate all traces of the road being lost during winter snow storms, posts marking the route are placed at intervals by the wayside. The ascent becomes steeper beyond Dalnacardoch, and the road surface degenerates into a mere mountain track, covered with loose stones and grass-grown. The summit (1484 ft.) is reached 2 m. beyond Dalnaspida Sta. From this point there is practically a continuous descent for 20 m. to Kingussie undulating and with improving surface after Dalwhinnie. Dalwhinnie Sta. passed on L.; at the three branch-roads keep to the middle one. Towards the foot of Glen Truim, the road returns to the E. side of the rly.; at fork before Spey Br. keep to L., passing Newtonmore Sta. on r. and proceeding through the village to Kingussie. (Route 290 is joined at Newtonmore.) The road improves greatly as it approaches Kingussie. |
| 74 $\frac{1}{2}$                 | Dalriach .....                 | 4 $\frac{1}{2}$                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 71 $\frac{1}{2}$                 | Dalnacardoch Shoot. Lod.       | 3                                |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 64                               | Summit .....                   | 7 $\frac{1}{2}$                  |                   | Fairly level run for 5 m. beside R. Spey to near Loch Insh, where there is a stiffish hill of $\frac{3}{4}$ m. Kincaig Sta. passed on r. beyond the top of the hill; thence undulating for 2 m., and descending to Alvie Ch. and loch (on L.). Gradual ascent to Aviemore, with a stiff rise during the last m. and descent to the sta. Undulating ascent for over 5 m., keeping to L. at fork (r., Route 252). Descent, through finely wooded country, to Carrbridge. Surface very fair to Aviemore, and good from thence to Carrbridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 58 $\frac{1}{2}$                 | Dalwhinnie .....<br>(Hotel.)   | 5 $\frac{3}{4}$                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 47 $\frac{1}{2}$                 | Newtonmore .....               | 11                               |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 44 $\frac{1}{2}$                 | Kingussie .....                | 3                                | 71 $\frac{3}{4}$  | Route 253 is met at right angles in the village near B. A very stiff rise for 1 m. and dip to Baddengorm, and road continues to rise for 3 m. with 1 m. of intervening level. Sharp descent to Findhorn Br., with a dangerous bend at the foot. Level for nearly 1 m., and fall to Freeburn Inn. Again level for over 1 m., then descending to Moy Inn. Keep to r. at fork near the loch on approaching Moy. Surface fair to Freeburn Inn; improving towards Moy Inn.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 38 $\frac{1}{2}$                 | [Kincaig Station] .....        | 6                                |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 35 $\frac{1}{2}$                 | Alvie Church .....             | 3                                |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 32 $\frac{1}{2}$                 | Aviemore Station .....         | 3                                | 83 $\frac{3}{4}$  | Fairly level for 2 m., then sharp descent past Moy Inn.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 28                               | Fork-roads .....               | 4 $\frac{1}{2}$                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 25                               | Carrbridge .....               | 3                                | 91                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 15 $\frac{1}{2}$                 | Freeburn Inn .....             | 9 $\frac{1}{2}$                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11 $\frac{3}{4}$                 | Moy Inn .....                  | 3 $\frac{3}{4}$                  | 104 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

Route 210. **PERTH TO INVERNESS**—*continued.*

| <i>Miles from<br/>Inverness.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------|--------------------------------|----------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7½                               | Craggie Inn .....              | 4½                               |               | Craggie Inn and very awkward abrupt bend to <i>r.</i> to <i>br.</i> over R. Nairn. Road ascends steeply to Daviot Ch. and continues to ascend to the plantation on Drummoissie Moor, beyond which it descends very rapidly for over 2 m., and must be ridden with caution. Easier decline from Culcabock into Inverness. Keep to <i>r.</i> at fork after crossing the burn, and enter the town by Kingsmills Rd., proceeding into High St. by the steep Stephen's Brae; Town Hall on <i>l.</i> , towards the ruin. Surface good to Culcabock; then rather rough into Inverness.<br>(Here are met Routes 225, 295, 300, 301, 305, 306, 307, and 310.) |
| 6½                               | ↑ Daviot Church .....          | 1                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1½                               | Culcabock .....                | 5                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                  | <b>Inverness</b> .....         | 1½                               | 116           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                  | (Town Hall.)                   |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**PERTH TO INVERNESS.** *Reverse.*—Leave Town Hall by High St. and Stephen's Brae (care required); pass High School on *l.* and keep to *l.* at fork, keeping along Kingsmills Rd., at end of which bear to *l.* and cross the burn. Keep to *r.* where Culloeden Rd. leaves, and ascend to Drummoissie Moor. Dangerous descent past Daviot; cross *br.* and turn sharply to *l.* At branch-roads in Carrbridge turn to *r.* and cross river. Straight-forward road to Newtonmore, where, at fork beyond village, keep to *l.* Near Dalwhinnie Sta. bear to *l.*, passing rly. and also passing the hotel (on *l.*). Rough and bleak unmistakable road over the watershed to Blair Athole, Pass of Killiecrankie, and Pitlochrie. At fork just past Dalnacardoch keep to *l.*; rly. running beside road all the way. Leaving Pitlochrie, bear to *r.*, road keeping beside rly. and R. Tummel to Ballinluig. Keep to *l.* at branch-roads (*r.*, to Aberfeldy). In Dunkeld, keep straight through village and cross the Tay, turning to *l.* on meeting road beyond at right angles, and proceeding thence through Birnam to Bankfoot, where keep to *l.* at fork beyond village. On entering Perth, pass Barracks and St. Ninian's Cathedral on *r.*, proceed down Athole St., bear to *r.*, passing the North Inch and Albert Monument on *l.*, to County Buildings in Tay St., avoiding the *br.* over the Tay.

**EDITOR'S NOTE.**—There is a right-of-way up Glen Tilt from Blair Athole to Braemar, but it is almost impossible to cycle the distance (29 m.), though many tourists boast of having done so. The road up the Glen from Blair Athole is, however, quite rideable for 8 m. to Forest Lodge, or even as far as the Falls of Tarf; but further the cyclist cannot go unless he be prepared to drag his machine over a mass of rock and boulders, which it would be folly to attempt. (See also note to Route 221.)

## ROUTE 211. COUPAR-ANGUS TO DUNKELD.

A bye-road, crossing country and uniting three more important routes. Good surface all the way and improving towards Dunkeld.

| <i>Miles from Dunkeld.</i> | <i>Places on the Road.</i>     | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------|--------------------------------|-----------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 14 $\frac{3}{4}$           | COUPAR-ANGUS .....<br>(Cross.) | ...                   | ...              | Proceeding a short distance down the Forfar Rd., turn to <i>L.</i> , opposite the road leading to rly. sta., and continue as in Route 205 to Bridge of Couttie, a few yds. beyond which turn to <i>L.</i> Blairgowrie single line of rly. passed, and road pleasantly undulating to intersection of Route 208, before Meikleour; level to the village.                                                                                                                                        |
| 13 $\frac{1}{2}$           | Bridge of Couttie .....        | 1 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 9 $\frac{3}{4}$            | Meikleour .....                | 3 $\frac{3}{4}$       | 5                | On meeting a road at right angles in the village, turn to <i>r.</i> , with policies of Meikleour House on <i>L.</i> Keep to <i>L.</i> at first branch-roads, and again at next fork. Road level by the Little and Meikle Fardles; turn to <i>r.</i> when a bye-road is met at right angles, before Spittalfield. In the village keep forward. Slight ascent towards Caputh, before which place road forks: keep to <i>r.</i> ( <i>L.</i> to village). Easy descent into Caputh. Fair surface. |
| 6                          | Spittalfield .....             | 3 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4 $\frac{3}{4}$            | Caputh .....                   | 1 $\frac{1}{4}$       | 5                | Here Route 209 is joined; proceed to Dunkeld as detailed in the latter portion of that route. Good surface.                                                                                                                                                                                                                                                                                                                                                                                   |
|                            | DUNKELD .....                  | 4 $\frac{3}{4}$       | 14 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**COUPAR-ANGUS TO DUNKELD.** *Reverse.*—Proceed as in reverse of Route 209 to fork (d.p.) at Caputh. Bear to *L.* past ch. (on *r.*) and turn to *r.* before Spittalfield. Keep straight on through village to Meikleour. Turn to *L.* in Meikleour past smithy; cross Route 208, pass rly. line, and join Route 205. Turn sharply to *r.*, cross R. Isla, and thence forward to Coupar-Angus.

## ROUTE 212. BLAIRGOWRIE TO FORFAR.

(Via Kirriemuir.)

Somewhat hilly, with fair surface, to Kirriemuir, but of very good surface and affording easier riding from Kirriemuir to Forfar.

| <i>Miles from Forfar.</i> | <i>Places on the Road.</i>            | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                              |
|---------------------------|---------------------------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                       | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                      |
| 20                        | BLAIRGOWRIE .....<br>(Queen's Hotel.) | ...                   | ...           | Beyond Queen's Hotel (on <i>L.</i> ) turn down to <i>r.</i> (Allan St.) towards rly. sta., bearing to <i>L.</i> to the br., and crossing into Rattray. Steep ascent; |

# Route 212. BLAIRGOWRIE TO FORFAR—continued.

| Miles from Forfar. | Places on the Road.             | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------|---------------------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                 | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 19                 | Ratray .....                    | $\frac{1}{4}$   |                  | keep straight on at branch-roads (Route 208 leaves on <i>L.</i> , up Balmoral Rd.). Easy rise to Old Ratray, sharp dip and rise beyond, and thence undulating ascent. At $\frac{1}{4}$ m. beyond New Alyth, the branch-road to the sta. and village of Alyth leaves on <i>L.</i> Keep forward, and again forward at next fork, road gradually descending, and passing Alyth branch of rly., to Ruthven and br. over R. Isla. Ascent from the br., pass cross-roads, and keep to <i>r.</i> at fork-roads; undulating to Craigton, and for $\frac{3}{4}$ m. beyond. Ascent, steep at first, then easier, towards Westmuir, beyond which the road rises for $\frac{1}{2}$ m., and descends to the br. at Kirriemuir. Ascent into the town; turn to <i>r.</i> , twice, into the Forfar Rd. Fair surface. |
| 15 $\frac{3}{4}$   | New Alyth .....<br>[Alyth 1 m.] | 4               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 12 $\frac{3}{4}$   | Ruthven .....                   | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 9 $\frac{3}{4}$    | Craigton .....                  | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                    | ↑<br>↓                          |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5 $\frac{3}{4}$    | Kirriemuir .....                | 4               | 14 $\frac{1}{4}$ | Passing the ch. (on <i>L.</i> ), the road descends on leaving the town, then rises for a short distance; at fork keep to <i>L.</i> ( <i>r.</i> Route 203), and again, at branch-roads, keep to <i>L.</i> Level to rly.-crossing 1 m. out, and rapid descent towards Padanarum village; thence almost level to junction with Route 207, at which point turn to <i>r.</i> ; descending into the town. Capital surface from Kirriemuir.                                                                                                                                                                                                                                                                                                                                                                 |
| 2 $\frac{3}{4}$    | Padanarum .....                 | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                    | Forfar .....<br>(Town Hall.)    | 2 $\frac{3}{4}$ | 20               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**BLAIRGOWRIE TO FORFAR. Reverse.**—Leaving by the main north road (as on p. 213) turn to *L.* at fork before rly. br. Pass over main line of Caledonian rly., nearly 1 m. further. At branch-roads before Kirriemuir turn to *r.*; care required on entering the town. Pass ch. on *r.* and turn to *L.* twice, road dipping down to br. outside the town on the east side. The hill before Craigton is dangerously steep at one part, and should be ridden with care. Easily-followed road to Blairgowrie.

## ROUTE 213. FORFAR TO ARBROATH.

The main road between the two towns. Excellent surface.

| Miles from Arbroath. | Places on the Road.          | Mileage.       |        | General description of the Road.                                                                                                                       |
|----------------------|------------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                              | Inter-mediate. | Total. |                                                                                                                                                        |
| 15                   | Forfar .....<br>(Town Hall.) | ...            | ...    | Leave Town Hall by East High St. At Salutation Hotel (third opening) turn <i>r.</i> into Arbroath Rd. A fine undulating road past Boal, with ascending |
| 12                   | Boal .....                   | 3              |        |                                                                                                                                                        |



## Route 213.

FORFAR TO ARBROATH—*continued.*

| Miles from<br>Arbroath. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------|------------------------|-------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                      |
| 8                       | Guthrie Station .....  | 4                       |                 | tendency out of Forfar, to Rescobie and Balganie Lochs (on <i>L.</i> ). Easy rise at Balganie, then good running past Auldbar Sta. ( $\frac{1}{2}$ m. on <i>L.</i> ), and long descent towards Guthrie Sta. and Friockheim Sta., rly. running beside road most of the way. At Friockheim Sta. bear well round to <i>r.</i> (to <i>L.</i> , Routes 214 and 215).                      |
| 6 $\frac{1}{2}$         | Friockheim Station ... | 1 $\frac{1}{2}$         | 8 $\frac{1}{2}$ | Leaving the sta., ascend Legaston Brae, nearly 1 m. in length, but of comparatively easy ascent. Easy running towards Colliston Mill, and slight ascent to that point. Splendid descent by Gowanbank, into Arbroath, joining Route 201 after passing rly., and proceeding down Guthrie Port to Abbey ruins. Continue down High St. to Town House (on <i>r.</i> ). Very good surface. |
| 3 $\frac{3}{4}$         | Gowanbank .....        | 2 $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                      |
|                         | Arbroath .....         | 3 $\frac{3}{4}$         | 15              |                                                                                                                                                                                                                                                                                                                                                                                      |
|                         | (Town House.)          |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                      |

**FORFAR TO ARBROATH. Reverse.**—Leave Town House (on *L.*) and proceed up High St. to fork near Abbey ruins. Here keep to *L.*, cross rly., and go along Cairnie St., Cairnie Rd., and Forfar Rd. At Friockheim Sta. bear round to *L.* At fork 1 $\frac{1}{2}$  m. beyond Guthrie Sta., keep to *L.* Thence an easily-followed road to Forfar.

**NOTE TO REVERSE ROUTE.**—Arbroath may also be left by proceeding *down* High St. from Town House to first cross-streets, then turning to *r.* along Commerce St., over Brothock Br.; keeping to *r.* for short distance, turn to *L.* along Millgate, to *r.* into West Port, and out of the town by Keptie St., crossing rly. br. and Keptie Rd. At fork, beyond skating pond (on *L.*), turn to *r.*, and ascend to junction with Forfar Rd. at New Cemetery. This alternative route avoids the busier parts of the town.

**EDITOR'S NOTE.**—Another road runs eastwards out of Forfar, on the other side of Rescobie Loch meeting Route 214 at Crossgates, 2 $\frac{1}{2}$  m. N. of Friockheim Sta. It is undulating to Clocksbrigg Sta.; then ascends gradually, for 3 $\frac{1}{2}$  m., falling to Crossgates. This is the direct Forfar to Montrose route, but has not such good surface as the roads described in Routes 213 and 214. It is not recommended.

## ROUTE 214.

## FRIOCKHEIM STATION TO MONTROSE

A link route, making connection to the north between Route 213 and a portion of Route 201. See note to Route 213. Good surface and level for a greater part of the way.

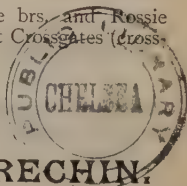
| Miles from<br>Montrose. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                            |
|-------------------------|------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                             |
| 10                      | FRIOCKHEIM STATION     | ...                     | ...    | Proceed due north, leaving Friockheim village on <i>r.</i> beyond the rly., and pass the main line of the Caledonian rly. before Heugh-head |

Route 214. **FRIOCKHEIM STATION TO MONTROSE**

—continued.

| Miles from Montrose. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------|---------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7½                   | Crossgates .....    | 2½             |        | Road ascends for 1 m. from Friockheim Sta. and descends, passing plantations on l., to the cross-roads at Crossgates. Here turn to r.; an easy descent for 2½ m., by Farnell Sta., on l. some little way from the road; rly. being again passed. Thence a fine level run to Maryton Ch. (on l.) and junction with Route 201. Slight descent to the rly., where turn to l. over the br. and cross Rossie Island, and thence into Montrose as detailed on p. 206. Good surface. |
| 1½                   | Road junction ..... | 6              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                      | Montrose .....      | 1½             | 10     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                      | (Peel Statue.)      |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**FRIOCKHEIM STATION TO MONTROSE. Reverse.**—Leave Montrose by the brs. and Rossie Island; turn to r. at rly. br. and keep to r. at fork 1 m. out. At Crossgates (cross-roads) turn to l.; thence a straight road to Friockheim Sta.

**ROUTE 215.****FRIOCKHEIM STATION TO BRECHIN.**

Surface hard and rough in parts and making very unpleasant riding in wet weather, owing to the proportion of clay in the soil. Portion of the direct route, Arbroath to Brechin.

| Miles from Brechin. | Places on the Road.       | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------|---------------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                           | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7¼                  | <b>FRIOCKHEIM STATION</b> | ...            | ...    | Proceed to Crossgates as in Route 214. At the cross-roads keep straight on, passing over the eastern portion of Montreathmont Moor, road descending for 2 m. A ½ m. ascent begins near Woodend; keep to r. at fork. Descent, gradual at first, then becoming steeper to the br. over the South Esk. Owing to sharp turns in the course of this descent, it should be ridden with care. Enter Brechin by River St. and proceed up Bridge St. to High St. Fair surface.<br>(Routes 207, 216 and 218, are joined here.) |
| 4¾                  | Crossgates .....          | 2½             | 2½     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2½                  | Woodend.....              | 2¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| ¼                   | Cross R. South Esk .....  | 2¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                     | <b>BRECHIN</b> .....      | ¼              | 7¼     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                     | (Town House.)             |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**FRIOCKHEIM STATION TO BRECHIN. Reverse.**—Leave by Bridge and River Sts., cross South Esk and ascend to the moorland, keeping to l. at fork before commencing the ascent. Thence unmistakable to Friockheim Station.

## ROUTE 216. BRECHIN TO MONTROSE.

An excellent main road between the two towns. Splendid surface.

| Miles from<br>Montrose. | Places on the<br>Road.          | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------|---------------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                 | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 8½                      | BRECHIN .....<br>(Town House.)  | ...                     | ...    | From Town House, proceeding along Church St., bear to <i>l.</i> , and then to <i>r.</i> , keeping to <i>r.</i> at fork at Commercial Hotel ( <i>l.</i> , Routes 207 and 218). Proceed straight out, having rly. on <i>l.</i> hand. Rise to Crosshill, easy descent for 1 m., then level to the dip at Mains of Dun, passing the rly. on the way. Level to Taycock, again passing rly., and with Montrose Basin on <i>r.</i> Decline for short distance and easy rise towards the town. Turn to <i>r.</i> on meeting Route 201 and enter town by Northesk Rd. Cross rly. br., and proceed by the Mall and Murray St. into High St. Excellent road with fine surface. |
| 4                       | Mains of Dun.....               | 4½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | Montrose.....<br>(Peel Statue.) | 4                       | 8½     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**BRECHIN TO MONTROSE.** *Reverse.*—Leave by High St., Murray St., and Northesk Rd. : turn to *l.* at the Well Corner, pass Montrose Basin on *l.* Thence unmistakable to Brechin.

## ROUTE 217.

### MONTROSE TO LAURENCEKIRK.

A good road, though hilly after Marykirk, connecting, in a northerly direction, Routes 201 and 207.

| Miles from<br>Laurencekirk | Places on the<br>Road.           | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------|----------------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                  | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 10½                        | Montrose .....<br>(Peel Statue.) | ...                     | ...    | Leaving High St., proceed by Murray St., The Mall, and Northesk Rd. Cross Victoria (rly.) Br. ; at first fork keep to <i>l.</i> ( <i>r.</i> , Route 201), and about 1 m. further, pass beneath two rly. brs., taking the <i>r.</i> -hand arch at the second br. The road then bends round to <i>r.</i> , ascending, with rly. on <i>r.</i> -hand at Hillside (village on <i>l.</i> ). Ascent for 1 m., followed by 1 m. level, then descending, turning sharply to <i>r.</i> , passing rly., and crossing R. North Esk. Ascent through village of Marykirk. |
| 8                          | [Hillside] .....                 | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4½                         | Marykirk .....                   | 3½                      | 6      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                            |                                  |                         |        | Road ascends, at first gradually, then sharper, passing Marykirk Sta. on <i>l.</i> , ¼ m. away, to                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

# Route 217. MONTROSE TO LAURENCEKIRK—continued.

| Miles from<br>Laurencekirk | Places on the<br>Road.             | Mileage.                |                  | General description of the Road.                                                                                                                             |
|----------------------------|------------------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                    | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                              |
| 1 $\frac{3}{4}$            | Dyklands .....                     | 2 $\frac{1}{2}$         |                  | Dyklands. Descent for 1 m. to junction with Route 207, on L., meeting at sharp right angles. Turn to r.; slight ascent into Laurencekirk. Very good surface. |
|                            | LAURENCEKIRK<br>(Town Hall.) ..... | 1 $\frac{3}{4}$         | 10 $\frac{1}{4}$ |                                                                                                                                                              |

**MONTROSE TO LAURENCEKIRK. Reverse.**—A little over  $\frac{1}{4}$  m. S. of village turn sharply to L. After passing rly. beyond Marykirk, turn sharply to L., and again near Hillside, to L., passing two rlys. On joining Route 201 N. of Montrose, turn to r., and enter town, crossing Victoria (rly.) Br., and proceeding by Northesk St., by The Mall and Murray St., into High St.

# ROUTE 218. BRECHIN TO BANCHORY.

(Via Bridge of Dye.)

A fairly easy road to Clattering Brig, but the precipitous ascent, on a loose, rough surface, to Cairn o' Mount, is exceedingly stiff, and the descent therefrom dangerous. The scenery is magnificent.

| Miles from<br>Banchory. | Places on the<br>Road.              | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------|-------------------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                     | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 29                      | BRECHIN .....                       | ...                     | ...    | Leave by Route 207 (see p. 213) and at 2 $\frac{1}{4}$ m. out turn to L.; road descends from the main road to br. over Cruick Water. Level to Inchare, where cross West Water, and gradual ascent through Edzell, passing through an arch before reaching that village. Good surface.                                                                                                                                                                                  |
|                         | (Town Hall.)                        |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 23                      | Edzell .....                        | 6                       | 6      | Proceed through village, passing ch. on L.; ascent towards Gannochy Br., at fork before which keep to the r. [A road runs up Glen Esk, to L., from Gannochy Br., being a gradual ascent most of the way, and steep after Millden Lodge, descending for a portion of the way towards Tarfside, beyond which it again ascends. It is possible to push on to Lochlee, in the bosom of the hills, and the scenery passed through is very fine. Surface poor on the whole.] |
|                         | [Branch-road to Lochlee<br>(15 m.)] |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 22                      | Gannochy Bridge .....               | 1                       | 7      | From the br. keeping to r. at fork, road level for nearly 1 m., then with downward tendency through Thornyhill and rise towards Fettercairn. Pass straight through village (which is entered by a fine Tudor arch) and at fork keep to L.                                                                                                                                                                                                                              |
| 8 $\frac{1}{2}$         | Fettercairn .....                   | 3 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

## Route 218.

**BRECHIN TO BANCHORY**—*continued.*

| Miles from<br>Banchory. | Places on the<br>Road.   | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                             |
|-------------------------|--------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                          | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                              |
| 14½                     | Clattering Brig (a)..... | 4                       | 14½    | Road ascends for 1 m., then falls towards Boghall, where, at fork, keep to <i>l.</i> Steepish ascent to the level before Clattering Brig. Fair surface.                                                                                                                                                                                      |
| 12                      | ↑<br>Cairn o' Mount..    | 2½                      |        | Here commences a very steep ascent 2½ m. long to the summit at Cairn o' Mount (about 1450 ft.). From the top there is a rapid descent for over ½ m., followed by a level ledge; a further steep descent, too dangerous to ride, for 1¾ m.; then a short sharp rise, and another dangerous descent to Bridge of Dye. Loose and stony surface. |
| 8                       | Bridge of Dye.....       | 4                       | 21     | Steep rise from the br. and descent for over 1 m. to fork roads; here keep to <i>r.</i> (b). Quicker descent to the br. at Bogendreep, from which the road again rises. At fork keep to <i>l.</i> ; descent to Strachan, where Feugh Water is crossed. Fair surface.                                                                         |
| 4½                      | Bogendreep Bridge.....   | 3½                      |        |                                                                                                                                                                                                                                                                                                                                              |
| 3                       | Strachan ..              | 1½                      | 26     | Undulating road, with rising tendency, for 1½ m., then descends, passing through a plantation, to Bridge of Feugh; bear to <i>l.</i> ( <i>r.</i> , Route 222), cross R. Dee, and ascend to Banchory. Good surface.                                                                                                                           |
| ¾                       | Bridge of Feugh.....     | 2¼                      |        |                                                                                                                                                                                                                                                                                                                                              |
|                         | <b>BANCHORY</b> .....    | ¾                       | 29     | (Route 208 joined at Banchory.)                                                                                                                                                                                                                                                                                                              |

**BRECHIN TO BANCHORY. Reverse.**—Leaving the village eastwards, turn down, *r.*, to Bridge of Dee, and bear to *l.* Keep straight on at Bridge of Feugh, with Feugh Water on *l.*-hand, to Strachan. At fork, turn to *l.*, and at next fork to *r.* At Bogendreep Br. keep to *r.* Road easily followed to summit. The very dangerous descent to Clattering Brig, must be walked down. Keep twice to *l.* before Fettercairn; bear to *l.* at Gannochy Br. At fork just beyond Edzell keep to *l.*; turn to *r.* on joining main road (Route 207) before Brechin.

(a) At Clattering Brig the branch road to *r.*, crossing the burn, runs through the beautiful and romantic Glen of Drumtochty to the village of Auchinblae, thence to Fordoun Sta., where it joins Route 207. Good surface.

(b) The road to *l.* from Bridge of Dye leads to Feughside Inn, thence on to Aboyne. Just before reaching the inn, the R. Feugh is crossed by a small wooden br., available for foot passengers.



## ROUTE 219. STONEHAVEN TO BANCHORY.

A hilly cross-country route, with very fair surface for the first 5 and last 5 m. The middle portion, rising over a shoulder of the hills, is a desolate bit of road with inferior surface.

| Miles from<br>Banchory.        | Places on the<br>Road.        | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------|-------------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                               | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 16 $\frac{1}{4}$               | STONEHAVEN .....<br>(Market.) | ...                     | ...              | Leave by Evan St. and the Slug Rd. Rather stiff ascent for $\frac{1}{2}$ m. out of the town, passing rly., then easier to Redcloak, when road again ascends rather stiffly, with easy decline to Cowie Water. Cross the br.; steep ascent towards Mowtie, and a long climb to Rickarton. Road undulating for $1\frac{1}{4}$ m. to beyond Roadside, from which point it again ascends to the summit. At fork keep to <i>l.</i> Long winding descent to Burn of Sheeoch, requiring great care in riding down, keeping to <i>r.</i> at bend over half-way down. After crossing the br. bear to <i>r.</i> ; road ascends for 1 m., followed by long descent, with awkward bend at a br., to junction with Route 222. Turn to <i>l.</i> on meeting this road. Almost level to Bridge of Feugh; turn to <i>r.</i> over the br., and again to <i>r.</i> when across ( <i>l.</i> , Route 218). Cross Bridge of Dee, and ascend to Banchory. Very fair surface, except near summit. |
| 14 $\frac{1}{4}$               | Redcloak.....                 | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 13                             | Mowtie.....                   | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 11 $\frac{1}{2}$               | Rickarton Post Office ...     | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8                              | The Summit.....<br>⚡<br>↓     | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2 $\frac{1}{4}$                | Join Route 222 ...            | 5 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| $\frac{3}{4}$<br>$\frac{1}{2}$ | Bride of Feugh .....          | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                | Bridge of Dee .....           | $\frac{1}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                | BANCHORY .....                | $\frac{1}{2}$           | 16 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**STONEHAVEN TO BANCHORY. Reverse.**—At E. end of village turn down to *r.*, and cross Bridge of Dee; bear to *l.* At Bridge of Feugh,  $\frac{1}{4}$  m. further, bear to *l.*, across the br., and again to *l.* when over. At fork,  $1\frac{1}{2}$  m. further, bear to *r.*; keep to *r.* at first fork, and to *l.* at the following one. Cross Burn of Sheeoch; keep to *l.* at branch-roads, and ascend to summit. Beyond Mowtie cross Cowie Water, bear to *l.*, and at fork in plantation (on *r.*) keep to *l.*, descending to Stonehaven.

## ROUTE 220. STONEHAVEN TO MILL INN.

A cross-road of minor importance, with steep ascent out of Stonehaven and quick descent towards Mill Inn. Fair surface.

| Miles from<br>Mill Inn. | Places on the<br>Road.                  | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                          |
|-------------------------|-----------------------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                         | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                           |
| 10                      | STONEHAVEN .....<br>(Market.)<br>↑<br>⚡ | ...                     | ...    | Leave by Allardice St., and immediately after crossing the br. over the Cowie Water turn to <i>l.</i> , passing the Mill of Cowie. ( <i>r.</i> , Route 201.) Very steep ascent for 1 m., passing under rly., and bending to <i>l.</i> , and to <i>r.</i> a short distance |

Route 220. **STONEHAVEN TO MILL INN**—*continued.*

| Miles from Mill Inn. | Places on the Road. | Mileage.        |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------|---------------------|-----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                     | Inter-mediate.  | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 8 $\frac{3}{4}$      | Polbare .....       | 1 $\frac{1}{4}$ |        | further, at Polbare. Still ascending, but easier, for another mile; then undulating with upward tendency to beyond Newbigging. At fork, $\frac{1}{2}$ m. further, keep to <i>r.</i> Gradual descent; at smithy bear to <i>r.</i> , then turn sharp <i>l.</i> , passing Monquich Mill on <i>r.</i> , and Westside. At fork keep to <i>r.</i> ; steeper descent for short distance, then more gradual towards Parkhead, beyond which turn to <i>r.</i> on meeting Route 222; still descending to Mill Inn (on <i>l.</i> ). Fair surface. (Before reaching Parkhead a road branches off to <i>r.</i> leading to the village of Maryculter ( $\frac{1}{4}$ m.). |
| 5 $\frac{3}{4}$      | Newbigging .....    | 3               |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3 $\frac{1}{4}$      | Monquich Mill.....  | 2 $\frac{1}{2}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I                    | Parkhead.....       | 2 $\frac{1}{4}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| $\frac{1}{4}$        | Join Route 222... ↓ | $\frac{1}{4}$   |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                      | MILL INN .....      | $\frac{3}{4}$   | 10     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**STONEHAVEN TO MILL INN.** *Reverse.*—Proceeding westwards from Mill Inn (viâ Route 222) at  $\frac{3}{4}$  m. turn to *l.* and leave main road; beyond Monquich road bends to *r.*, at smithy keep to *l.* At next fork keep to *r.* On descent towards Stonehaven, at Polbare, turn *l.* and a short distance further, to *r.*: pass rly., road descending into the town. Great care should be taken in descending into Stonehaven on account of the rough surface, sharp turns, and steep descent.

**ROUTE 221. ABERDEEN TO BRAEMAR.**

This route combines the rare advantages of most excellent scenery and a well-engineered smooth-surfaced road, making it the most delightful cycling run in Scotland. The ascent is gradual throughout the entire route, but, except for a m. or two beyond Ballater, the gradients are extremely slight.

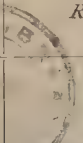
| Miles from Braemar. | Places on the Road.    | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------|------------------------|-----------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                        | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 58 $\frac{1}{4}$    | <b>ABERDEEN</b> .....  | ...             | ...             | From General Post Office (on <i>r.</i> ) proceed up Market St., turn to <i>l.</i> on entering Union St. (tramlines), cross rly. br., and proceed along Union St. to fork. Here bear to <i>l.</i> into Holburn St. Where tramlines branch at fork keep to <i>r.</i> ( <i>l.</i> , Route 222), along Great Western Rd. At fork, at ch., keep to <i>l.</i> ; road ascending from Aberdeen to $\frac{1}{4}$ m. beyond the fork, when it gradually falls to Cults (sta. on <i>l.</i> ). Surface lumpy out of the city, owing to local traffic. |
|                     | (General Post Office.) |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 56 $\frac{1}{4}$    | Fork-roads .....       | 2               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 54 $\frac{1}{2}$    | Cults .....            | 1 $\frac{3}{4}$ | 3 $\frac{3}{4}$ | A gradual rise from the village for $\frac{1}{4}$ m., then descending gently to Murtle. For $\frac{3}{4}$ m. again ascending; at fork keep to <i>l.</i> , undulating to                                                                                                                                                                                                                                                                                                                                                                   |
| 53                  | Murtle.....            | 1 $\frac{1}{2}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

Route 221. **ABERDEEN TO BRAEMAR**—*continued.*

| <i>Miles from Braemar.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------|----------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 49½                        | Peterculter .....          | 3½                    |               | Peterculter (ch. and sta. on <i>l.</i> ). Here the road bends northwards, leaving rly., slightly ascending; at fork keep to <i>l.</i> Very fine undulating road, almost level in parts, by Park and Crathes Stas., on <i>l.</i> (the rly. being re-joined at Drumoak). At 1 m. beyond Crathes Sta., gradual rise of 1½ m. to Banchory (where Routes 218, 219, and 222 join, on <i>l.</i> ). Very good surface.                                                                                                                                                                                                                                                                                                                                                                    |
| 46                         | Park Station.....          | 3½                    |               | Proceed through village, pass rly., and at fork keep to <i>l.</i> Fairly level for over 1 m., then undulating to br. over Canny Burn. Road ascends through fine plantations for over 1 m., and falls towards Potarch Br. (over Dee on <i>l.</i> ). Keep straight on, road ascending, with Sluie Woods on <i>r.</i> and R. Dee on <i>l.</i> , to Kincardine O'Neil. Excellent surface.                                                                                                                                                                                                                                                                                                                                                                                             |
| 43                         | Crathes Station .....      | 3                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 40¼                        | Banchory .....             | 2¾                    | 18            | Further ascent on leaving the village, then a decline by Desswood; keep to <i>r.</i> at fork; further rise towards Rosehill, rly. running on <i>r.</i> , and undulating into Aboyne. Excellent surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 34½                        | [Potarch Bridge].....      | 6                     |               | The sta. passed on <i>l.</i> , bear to <i>r.</i> Road ascends for 1 m., crossing rly., dips slightly, and re-ascends to Boghead, falling towards Dinnet Sta.; then continues to rise gradually for 2 m., falls a short distance, and goes uphill to Cambus o'May Sta., passing over the Muir of Dinnet, between the two rly. stas. A further rise of 2 m. to Tullich, beyond which keep to <i>l.</i> at fork; the rly. is repassed, and road becomes almost level to Ballater. Turn to <i>r.</i> on entering the village. Excellent surface.                                                                                                                                                                                                                                      |
| 32¼                        | Kincardine O'Neil .....    | 2                     | 26            | Proceed through the village, passing rly. sta. on <i>r.</i> ; steep ascent for over ½ m.; descending to Bridge of Gairn, and long ascent to Kyleacreich Inn, from which point there is a gentle decline for nearly 2 m. At Abergeldie the road re-ascends easily to Crathie, Balmoral Castle being seen, on opposite bank of the Dee, amid magnificent surroundings. A fine view of Lochnagar is had from here. [A road leaves, on <i>r.</i> , connecting with Route 223, see note.] Undulating to Inver Inn, thence ascending very slightly, and passing through beautiful Highland pine woods, to Invercauld Br., where the Dee is crossed. Fine undulating road on S. bank of the river, with gentle upward tendency towards Braemar; ascent into the village. At fork (d.p.), |
| 28¾                        | Rosehill .....             | 3½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 27¾                        | Aboyne .....               | 1                     | 30½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 23½                        | Dinnet Station.....        | 4½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 20½                        | Cambus o'May Station       | 2¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 18½                        | Tullich .....              | 2¼                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 16½                        | Ballater .....             | 1¾                    | 41¾           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                            | (Church.)                  |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 15                         | Bridge of Gairn .....      | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 13                         | Kyleacreich Inn .....      | 2                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 10½                        | [Abergeldie] .....         | 2½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9                          | Crathie .....              | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 8½                         | [Balmoral Castle] .....    | ½                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 6¼                         | Inver Inn .....            | 2¼                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2¾                         | Invercauld Bridge .....    | 3½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## Route 221.

**ABERDEEN TO BRAEMAR**—*continued.*

| <i>Miles from<br/>Braemar.</i> | <i>Places on the<br/>Road.</i>                                                   | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                          |
|--------------------------------|----------------------------------------------------------------------------------|----------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                                                                  | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                  |
|                                |  |                                  |                  |                                                                                                                                                                  |
|                                | <b>CASTLETON OF BRAEMAR</b>                                                      | 2 $\frac{3}{4}$                  | 58 $\frac{1}{4}$ | keep to r. (L., Route 208). Cross the Clunie Water to centre of the village. Excellent surface. (For continuation of road to Inverey and Linn of Dee, see note.) |

**ABERDEEN TO BRAEMAR.** *Reverse.*—Cross Clunie Water, pass hotel on r.; cross R. Dee at Invercauld Br. At fork, opposite Balmoral, keep to r., and at fork beyond Bridge of Gairn, again to r. On leaving Ballater, turn to L., keeping on N. bank of the Dee. At fork, beyond Cambus o' May Sta. (near beginning of Muir of Dinnet), keep to r. Unmistakable main road to Banchory. Here keep straight on, having rly. on r.-hand most of the way, to the outskirts of Aberdeen. Follow tramlines along Great Western Rd. to Union St., and along that st., over rly. br., to Market St. (on L., a short distance further), at foot of which, on L., is General Post Office.

**EDITOR'S NOTES.**—(1) An excellent "circular run" from Aberdeen is obtained by following Route 221 to Banchory, and returning by the reverse of Route 222. Or, these two routes may be thus linked together, and the ride shortened, by crossing the Dee by any of the intermediate brs. (Banchory, Durris, Park, Milltimber.)

- (2) A road leaves (to r.) just beyond Bridge of Gairn, leading up to Reinloan. At the fork, opposite Balmoral Castle, there branches off another connecting road to the inn, by Bridgend of Bush. Both roads are rough. From Reinloan, a road strikes off northwards, over the hill shoulder, connecting with Route 223. It is very rough, and not to be recommended for any but the more adventurous of riders. A greater part of the way has to be walked. (12 $\frac{1}{2}$  m.)
- (3) From Braemar a road runs westwards, by Mar Lodge, to Inverey (5 m.), ascending for 3 m. out of Braemar, and falling towards Inverey; fair surface, and very fine scenery. The rider may continue by Linn of Dee (1 m.), where the river is crossed at a very picturesque point, to the foot of Glen Dee (3 m.). Here the river is again crossed, this time by a wooden br., and the bank of the Geldie Burn followed. This burn is crossed by a foot br., and Bynach Lodge is reached at about 12 m. from Braemar. Here the road altogether ceases; a pedestrian may, however, walk and climb over into Glen Tilt (see note on p. 210), but it is an impossibility to wheel a cycle over the summit. Standing at Bynach Lodge, the view, looking N. up the Dee valley, is indeed magnificent. The following, giants of the Cairngorms, Ben Muich Dhui, Cairntoul, Braeriach, Ben-a-Buird, Ben A'an, and the sharply defined Devil's Point, make a superb picture.

**ROUTE 222.****ABERDEEN TO BANCHORY.**

(Via S. side of R. Dee.)

The direct road to Banchory and the upper Deeside is via Route 221. The road detailed below has a very good surface throughout, after Bridge of Dee, and the gradients are easy. There is some attractive scenery on this road, the views of distant mountains being very fine, especially after the ninth m.s.

| <i>Miles from<br/>Banchory.</i> | <i>Places on the<br/>Road.</i>          | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                          |
|---------------------------------|-----------------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------|
|                                 |                                         | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                  |
| 18 $\frac{3}{4}$                | <b>ABERDEEN</b> .....<br>(Post Office.) | ...                              | ...           | Proceed up Market St., turn to L. on entering Union St. (tramlines), cross rly. br., and proceed |

Route 222. **ABERDEEN TO BANCHORY**—*continued.*

| <i>Miles from<br/>Banchory.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total</i>     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 16 $\frac{3}{4}$                | Bridge of Dee .....            | 2                                | 2                | along Union St. to fork. Here bear to <i>l.</i> into Holburn St. and Pl., following tramlines ( <i>l.</i> ). Pass under rly. br. and down Bridge of Dee Rd. to tramway terminus, at Bridge of Dee. Cross the br. and turn sharply to <i>r.</i> ( <i>l.</i> , ahead, Route 201). Gradual descent out of Aberdeen; surface rough in parts owing to local traffic.                                                                                                                                                                                                                                                                                        |
| 11 $\frac{1}{4}$                | Mill Inn.....                  | 5 $\frac{1}{2}$                  | 7 $\frac{1}{2}$  | Road follows S. bank of R. Dee, is fairly level for 2 m., then rises gently towards Heathpark; again ascending, easily, for $\frac{1}{2}$ m., and undulating to Mill Inn. Very good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5 $\frac{1}{4}$                 | Durris.....                    | 6                                |                  | Ascent from the inn (Route 220 leaving on <i>l.</i> $\frac{3}{4}$ m. beyond) to long stretch of gently undulating road, passing Craiglug, with easy rise towards the br. near Durris Ch. (on <i>r.</i> ). Level for 1 m., and Durris Br. (over Dee) is passed on <i>r.</i> , forming a connecting link with Route 221 near Crathes Sta. Gradual ascent for over 1 m., then again pleasantly undulating (Route 219 joins on <i>l.</i> , at W. Balbridie.) Almost level to Bridge of Feugh; turn to <i>r.</i> , cross the br., and turn again to <i>r.</i> when over ( <i>l.</i> , Route 218). Cross Bridge of Dee and ascend to Banchory. Good surface. |
| $\frac{3}{4}$                   | Bridge of Feugh .....          | 4 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| $\frac{1}{2}$                   | Cross R. Dee .....             | $\frac{1}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                 | <b>BANCHORY</b> .....          | $\frac{1}{2}$                    | 18 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**ABERDEEN TO BANCHORY. Reverse.**—At E. end of village turn down to *r.* to Bridge of Dee, bear to *l.* to Bridge of Feugh, which cross, and again bear to *l.* At fork keep to *l.*; then unmistakable road to Bridge of Dee (Aberdeen). Cross br., and follow tram lines into the city. When across rly. br. in Union St. turn down Market St. (on *r.*, short distance further) to General Post Office, at corner on reaching docks.

**ROUTE 223. ABERDEEN TO GRANTOWN.**

(Via Tomintoul.)

A very fine road, leading through beautifully varied scenery, to Cock Br.; then becoming a moor track, precipitously steep in parts, and always rough, to within a m. or two of Grantown. Only hardy riders should attempt that portion between Cock Br. and Grantown.

| <i>Miles from<br/>Grantown.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |              | <i>General description of the Road.</i>                                                                                                                          |
|---------------------------------|--------------------------------|----------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total</i> |                                                                                                                                                                  |
| 76 $\frac{1}{2}$                | <b>ABERDEEN</b> .....          | ...                              | ...          | Proceed up Market St., and on entering Union St. (tramlines) turn to <i>l.</i> ; cross rly. br., and proceed westwards to where the sts. fork. Bear to <i>r.</i> |
|                                 | (General Post Office.) .....   |                                  |              |                                                                                                                                                                  |



Route 223. ABERDEEN TO GRANTOWN—*continued.*

| Miles from Grantown. | Places on the Road.    | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------|------------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                            |
|                      |                        |                |        | along Alford Pl. and Albyn Pl. to Queen's Cross, continuing by Queen's Gardens and Queen's Rd. Long ascent out of the city to near the Free Ch. (on <i>L.</i> ), descending to fork-roads, where keep to <i>r.</i> ( <i>L.</i> to Garlogie, Echt, Banchory). Pass over a br., short ascent, and descending through Elrick to Skene Free Ch. Lumpy surface out of Aberdeen, but improving after fork-roads. |
| 70                   | Fork-roads .....       | 6½             |        |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 68½                  | Elrick .....           | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 67½                  | Skene Free Church ..   | 1½             | 9½     | Loch of Skene passed on <i>L.</i> , road undulating to Waterton, ascending by Crainglow Wood to Kinnernie Burn, followed by a level m., and gradually re-ascending to Modelcrofts, and a steepish ascent to Tillyfourie, where Route 224 is joined on <i>r.</i>                                                                                                                                            |
| 56                   | Tillyfourie .....      | 11             | 20½    | Passing rly. twice, road declines through wooded land to Whiteley, where keep to <i>r.</i> , and still descending towards Whitehouse, fork-roads, where keep to <i>L.</i> ( <i>r.</i> to Inch—rough road). Fine bit of undulating road, with portions quite level, to Alford; rly. terminus on <i>r.</i> Splendid surface.                                                                                 |
| 53½                  | Whitehouse .....       | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 50¾                  | Alford .....           | 2¾             | 25¾    | Leaving the village, pass hotel on <i>L.</i> , go forward through a wood, and shortly turn abruptly <i>r.</i> down to Alford Br., where R. Don is crossed; turn sharply to <i>L.</i> , road following river bank; level for 1 m., then ascending for 2 m., and undulating with ascending tendency to Mossat branch-roads, keeping N. bank of the river most of the way.                                    |
| 49¾                  | Alford Bridge .....    | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 43¾                  | Mossat .....           | 6              | 33¾    | Bear round to <i>L.</i> where roads branch ( <i>r.</i> , Route 233). Short rise and fall, gradual, beyond Mossat, then ascent for over 2 m., passing Kildrummy Castle on <i>r.</i> ; descent by Glenkindie Inn to Newbigging. Very good surface.                                                                                                                                                           |
| 40¾                  | Kildrummy Castle ..... | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 38½                  | Newbigging .....       | 2¼             | 38     | Undulating for 1 m., then ascending towards Dalrossack and falling to Bridge of Bucket, where keep to <i>L.</i> A fine stretch of road for nearly 3 m., following the river, to Forbestown, beyond which keep to <i>L.</i> ; ascent to Parkvilla, and again to Candacraig, and gently undulating to Lonach Inn. Good surface.                                                                              |
| 28¾                  | Lonach Inn .....       | 9¾             | 47¾    | Rise of over 1 m. towards Garchory, level to Colnabachin, and ascent for 1¼ m., followed by a dip and further rise to Cock Br. Good surface. (A road leaves in a southerly direction, by Corgarff, for Deeside, Route 221, see note p. 230.)                                                                                                                                                               |

## Route 223. ABERDEEN TO GRANTOWN—continued.

| Miles from Grantown. | Places on the Road.          | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------|------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                              | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 23                   | Cock Bridge.....             | 5 $\frac{3}{4}$ | 53 $\frac{1}{2}$ | Here the road of civilisation may be considered to end, as the appalling ascent which now confronts the rider can hardly be termed a road. Known as "the ladder," but perhaps better described as "the precipice" (1 in 8), it climbs an abrupt hillside, bends to <i>l.</i> and then to <i>r.</i> during the first portion of the ascent. From Cock Bridge there is a rise to 2048 ft. in 2 m., starting from 1330 ft. This track over the wild bare open moorlands, cut, as it is, through the roots of the heather, requires little description. * When the summit is reached the prospect is a vast one, the solitude impressive. The descent down the Conglass Water, road bending at one point sharply to <i>l.</i> , should be ridden with care. Several points of the road are dangerous owing to broken bridges, and at such places the streams themselves must be ridden through. At fork keep to <i>l.</i> into Tomintoul; or, go to <i>r.</i> and turn up to the village to <i>l.</i> at a point further on. |
| 21                   | Summit.....<br>(2048 ft.)    | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                      |                              |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 14                   | Tomintoul .....<br>(Square.) | 7               | 62 $\frac{1}{2}$ | This is the highest village in the Highlands. Pass straight through, road bending down to <i>l.</i> , to waterside; cross br. to <i>l.</i> Very steep ascent, followed by level and very steep ascent and descent, <i>dangerous</i> , with bad turn at foot, to Bridge of Brown. Ascend by steep zig-zag for fully $\frac{1}{2}$ m., and more gradually for another $\frac{1}{2}$ m., then level. Steady short descent, intermediate level, and further descent for 5 m. On joining Speyside Rd. (Route 248) turn to <i>l.</i> and take first turn to <i>r.</i> , crossing river; then after $\frac{1}{2}$ m. keep <i>r.</i> , leaving the river, and ascend through woods to Grantown. Very rough stony road.<br>(Routes 248, 252, 253, and 254 joined here.)                                                                                                                                                                                                                                                           |
| 12                   | Cross R. Avon.....           | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 10                   | Bridge of Brown.....         | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                      | GRANTOWN .....<br>(Square.)  | 10              | 76 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**ABERDEEN TO GRANTOWN. Reverse.**—Keep down High St., take first turn *l.*, and keep straight on to R. Spey, then to *l.* down its left bank. After crossing Spey Br. keep *l.*, and take first road to *r.*; at 6 m. keep *l.* Very dangerous zig-zag descent to Bridge of Brown; steep ascent from the br.; crossing a burn keep to *r.*; dangerous descent to br. over R. Avon; cross br. and keep to *r.* Straight through village; follow bank of Conglass Water, avoiding the ruined brs., and road bends up a small glen to *r.* towards summit. At end of the plateau a *precipitous descent*, which must be cautiously *walked* down, to Cock Br. At fork keep to *l.*, keeping *l.* bank of R. Don; at fork, beyond Parkvilla, keep *l.*; cross R. Don twice, again keeping *l.* bank to Newbigging, where river is left, road bending to the *l.* At Mossat bear round to *r.*; follow river to Alford Br. (on *r.*), which cross, and about  $\frac{1}{2}$  m. further turn sharp *l.* towards the village. At Tillyfourie, fork roads, keep *r.*; and at fork at

Loch Skene again to *r.* Bear to *r.* at Queen's Cross in Aberdeen, and follow tram-lines into Union St.; cross rly. br., and turn down Market St. to General Post Office.

## ROUTE 224. ABERDEEN TO ALFORD.

(Via Kemnay.)

Very good surface beyond Auchmill. The more direct route to Alford is by Route 223.

| <i>Miles from<br/>Alford.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>         |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------|--------------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 27 $\frac{3}{4}$              | <b>ABERDEEN</b> .....          | ...                     | ...              | Proceed up Market St., cross Union St., enter St. Nicholas St. (tramlines), and continue in a direct line by George St. and Powis Ter., beyond which the rly. is crossed; keep forward to Woodside. Gradual ascent out of Aberdeen to the level at Woodside. Road bears round to <i>L.</i> , rly. running on <i>r.</i> ; good running to Auchmill. Keep to <i>L.</i> at fork ( <i>r.</i> , Route 226). Ascent for $\frac{1}{2}$ m., then level, followed by a further long rise of nearly 2 m., and a rapid descent to Blackburn. Surface rough and lumpy to Auchmill; then improving. |
|                               | (General Post Office.)         |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 25 $\frac{3}{4}$              | Woodside .....                 | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 24 $\frac{1}{4}$              | Auchmill .....                 | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 18 $\frac{3}{4}$              | Blackburn .....                | 5 $\frac{1}{2}$         | 9                | Ascent to Glasgoforest; keep to <i>r.</i> at fork, road descending (towards Kintore, on Route 225). Immediately after crossing the Tuach Burn, turn sharply to the <i>L.</i> (d.p.). Easy rise for $\frac{1}{2}$ m., then downwards to level before fork at Cottown, where keep to <i>r.</i> Easy rise followed by decline, and undulating to Kemnay, passing ch. on <i>r.</i> , and rly. sta. also on <i>r.</i> , beyond. Good surface.                                                                                                                                               |
| 16 $\frac{1}{4}$              | <i>Branch-roads</i> .....      | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 12 $\frac{1}{4}$              | Kemnay .....                   | 4                       | 15 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8 $\frac{3}{4}$               | Monymusk .....                 | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5 $\frac{1}{4}$               | Tillyfourie .....              | 3 $\frac{1}{2}$         | 22 $\frac{1}{2}$ | Road falls slightly for 1 m., and is then fairly level for another m., ascending easily towards Monymusk, which lies a short distance along a by-road to <i>r.</i> From this point the road ascends gradually, passing rly., $\frac{3}{4}$ m. west of Monymusk Sta., to junction with Route 223 at Tillyfourie (sta. on <i>r.</i> ). Very good surface and easy gradients.                                                                                                                                                                                                             |
|                               | <b>ALFORD</b> .....            | 5 $\frac{1}{4}$         | 27 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**ABERDEEN TO ALFORD (VIA KEMNAY). Reverse.**—As in reverse of Route 223 to Tillyfourie. Take *L.* fork and avoid road to *L.* at Monymusk. Keep to *r.*  $\frac{1}{2}$  m. beyond Kemnay, avoid both roads ( $\frac{3}{4}$  m. apart) northwards to Kintore, and bear to *r.* crossing Tuach Burn. On entering Woodside keep to *r.*, passing the main portion of the village on *L.* Follow tramway lines through Woodside, and enter Aberdeen by Powis Ter. and George St., crossing Union St. into Market St., to docks; General Post Office on *L.* at corner.

# ROUTE 225. ABERDEEN TO INVERNESS.

(Via Keith and Elgin.)

A very fine main road; hilly between Bainshole and Fochabers, thence very good to Elgin; and excellent from Elgin into Inverness, being on the level most of the way. Alternative routes between one or two of the points on this road are described in the notes. Interesting scenery. Some fine views of Moray Firth and Sutherland and Caithness Hills after Elgin.

| Miles from Inverness. | Places on the Road.                             | Mileage.         |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------|-------------------------------------------------|------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                                 | Inter-mediate.   | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 104 $\frac{1}{4}$     | <b>ABERDEEN</b> .....<br>(General Post Office.) | ...              | ...              | Route 224 to the branch-roads at Tuach Burn.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 92 $\frac{3}{4}$      | Branch-roads .....                              | 11 $\frac{1}{2}$ | 11 $\frac{1}{2}$ | Keep straight on when across the burn ( <i>L.</i> , Route 224), descending into Kintore. Bear slightly to the <i>L.</i> in the village, rly. on <i>r.</i> ; cross Alford branch of rly.; road ascends, and is undulating to Port Elphinstone (where a road connecting with Route 224 leaves on <i>L.</i> ) and, after crossing R. Don, enter Inverurie. Capital surface.<br>On leaving the village keep to <i>L.</i> at fork-roads, and again to <i>L.</i> at a subsequent fork a short distance further. Road ascending at first, then almost level, passing Drummines, where keep to <i>r.</i> at fork. Inveramsay jun. sta. passed on <i>r.</i> , and road bends round to <i>L.</i> to Pitcaple (sta. on <i>L.</i> ). The road runs, for about 2 m., between river and rly., and at Mill of Carden turns sharply to <i>r.</i> , crossing the stream and ascending slightly ( <i>L.</i> , see note <i>d.</i> ). For 1 m. the road is fairly level, but begins to re-ascend at Pitmachie (where a branch-road to <i>r.</i> connects with Route 232). At fork, 1 $\frac{1}{2}$ m. further, keep to <i>r.</i> ( <i>L.</i> , to Inch). Ascent becomes rather steeper by Colpy and junction with Route 232 on <i>r.</i> At fork, 1 m. beyond, keep to <i>L.</i> ; road fairly level for nearly 2 m. to Bainshole, where it again rises for 2 $\frac{1}{2}$ m. to the summit of the Foudland Hills. This ascending gradient is well engineered all the way. A long descent of 4 m., with one or two bends that require care, leads to junction with Route 234, Huntly rly. sta. and Huntly. Capital surface.<br>Pass straight through the town, and, 1 m. out, cross R. Deveron, and turning to <i>L.</i> ( <i>r.</i> , Route 239) commence a 1 $\frac{1}{2}$ m. ascent at Westerton, keeping to <i>r.</i> at fork half way up. Rapid descent to a br., from which road again rises by a steepish winding incline 2 $\frac{1}{2}$ m. long. At fork, $\frac{1}{2}$ m. up, keep to <i>L.</i> ( <i>r.</i> , to Cairnie). A little beyond Coachford, the descent begins towards Keith; take fourth turning on <i>r.</i> on entering the town. Good surface on the whole. |
| 91 $\frac{1}{4}$      | Kintore .....                                   | 1 $\frac{3}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 88 $\frac{1}{2}$      | Port Elphinstone .....                          | 2 $\frac{3}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 87 $\frac{3}{4}$      | Inverurie .....<br>(Square.)                    | $\frac{3}{4}$    | 16 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 84 $\frac{1}{4}$      | Inveramsay Station ...                          | 3 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 83 $\frac{1}{4}$      | Pitcaple .....                                  | 1                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 81 $\frac{1}{4}$      | Mill of Carden .....                            | 2                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 78 $\frac{3}{4}$      | Pitmachie .....                                 | 2 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 75 $\frac{1}{2}$      | Colpy .....                                     | 3 $\frac{1}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 72 $\frac{1}{4}$      | Bainshole .....                                 | 3 $\frac{1}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 65 $\frac{1}{4}$      | Huntly .....<br>(Square)                        | 7                | 39               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 63 $\frac{1}{2}$      | Westerton .....                                 | 1 $\frac{3}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 60 $\frac{1}{4}$      | Cairnie Fork-roads .....                        | 3 $\frac{1}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 58 $\frac{1}{2}$      | Coachford .....                                 | 1 $\frac{3}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## Route 225. ABERDEEN TO INVERNESS—continued.

| Miles from Inverness. | Places on the Road.           | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------|-------------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                               | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 54 $\frac{3}{4}$      | Keith.....                    | 3 $\frac{3}{4}$ | 49 $\frac{1}{2}$ | Pass through the town, and then turn to <i>r.</i> , passing rly., and crossing R. Isla and entering the village of Fife-Keith. After nearly $\frac{1}{2}$ m. of descending road, turn to <i>r.</i> , again passing rly.; and at branch-roads 1 m. further keep to <i>L.</i> ( <i>r.</i> , Route 244), passing N. Bogbain Farm on <i>L.</i> , road ascending to Forgieside, a short distance beyond which the descent, through magnificent pine forests, begins. The first m. of decline, past the cross-roads, is gradual, then 1 m. of fairly level road, and the subsequent descent towards Fochabers is rapid, and must be ridden carefully, the gradients varying from 1 in 19 to 1 in 24. Route 242 met before entering the village; turn to <i>L.</i> Very good surface.            |
| 54 $\frac{1}{4}$      | Fife-Keith.....               | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 50 $\frac{3}{4}$      | Forgieside.....               | 3 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                       |                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 46 $\frac{3}{4}$      | Fochabers.....                | 4               | 57 $\frac{1}{2}$ | Pass through the village, and cross R. Spey; road ascends, slightly, to Mosstodloch cross-roads (Route 250 crossed). Easy rise for 2 m., then undulating, through wooded land, to Lhanbryde. The dip near Threapland must be ridden with care. (At Lhanbryde a road leaves, <i>r.</i> , for Garmouth, joining Route 250 there.) Leaving Lhanbryde, there is a splendid stretch of road, into Elgin, crossing on road level the Lossiemouth branch rly. before entering the town. Excellent surface.                                                                                                                                                                                                                                                                                       |
| 45 $\frac{1}{2}$      | Mosstodloch.....              | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                       |                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 41 $\frac{3}{4}$      | Lhanbryde.....                | 3 $\frac{3}{4}$ |                  | Proceed through the broad market-place, passing the High Kirk, and at fork-roads at the Hospital, keep to <i>r.</i> ( <i>L.</i> , Route 247). (See also note <i>b.</i> ) Slight rise and fall to R. Lossie, and a further ascent for over $\frac{1}{2}$ m., then road continues undulating through thick woods, which extend, with few breaks, for practically 4 m. Road roughish in parts for some way. (Route 251 leaves, on <i>r.</i> , 3 $\frac{1}{4}$ m. out.) Slight descent to Alves, and a further short decline to Woodside. Fine bit of easily undulating road to Newmill (where keep to <i>r.</i> ); then level, with the exception of one intermediate decline, to Forres. (Route 251 joins, on <i>r.</i> , before entering the town, see note <i>c.</i> ) Excellent surface. |
| 38                    | Elgin.....<br>(Cross.)        | 3 $\frac{3}{4}$ | 66 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                       | (Quarry Woods.)               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 34 $\frac{1}{4}$      | Branch-roads.....             | 3 $\frac{1}{4}$ |                  | Proceed straight through the town, passing rly.; road level to R. Findhorn, which is crossed by a suspension br. Pass rly. and turn to <i>L.</i> ; again pass rly. and keep to <i>r.</i> at fork in the wood. Undulating road to Brodie Sta.; slight ascent through the woods and decline to Auldearn, and thence undulating towards Nairn. At branch-                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 32 $\frac{3}{4}$      | Alves.....                    | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 31 $\frac{1}{4}$      | Woodside.....                 | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 30                    | Newmill.....                  | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 26                    | Forres.....<br>(Court House.) | 4               | 78 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 22                    | Brodie Station.....           | 4               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 18                    | Auldearn.....                 | 4               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |



Route 225. **ABERDEEN TO INVERNESS**—*continued.*

| <i>Miles from<br/>Inverness.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                   | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------|----------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 15 $\frac{3}{4}$                 | Nairn.....<br>(Cross.)         | 2 $\frac{1}{4}$                  | 88 $\frac{1}{2}$  | roads, before passing rly., keep to <i>r.</i> ( <i>L.</i> , Route 254), cross R. Nairn and enter the town, turning <i>L.</i> Excellent surface.<br>Proceed along High St. to Dr. Grigor's statue, where turn to <i>r.</i> , road bending to <i>L.</i> a short distance further. At $\frac{1}{2}$ m. out, slight ascent, then again level. At 2 m. out, road forks; take road to <i>L.</i> ( <i>r.</i> to Fort George, see note <i>d</i> ). From this point there is a perfectly straight run for nearly 5 m. Level by Blackcastle Farm and slight fall towards level rly. crossing. Easy rise through a small wood and decline to the level, which continues beyond Petty Post Office. Slight descent by Culloden Sta. (the battlefield lies to the <i>L.</i> , about 2 m.—Route 255), and, passing the rly., runs on the level by the shore of the Inner Moray Firth. Rise to a br. over rly., then again level, towards Inverness. The road bends round to <i>L.</i> and the top of High St. is reached; Town Hall on <i>L.</i> down High St. Very good surface from Nairn, but the portions overhung by woods are apt to be sticky for some time after rain. No village between Nairn and Inverness, and no inns.<br>(Routes 210, 295, 300, 301, 303, 305, 306, 307, and 310 converge at Inverness.) |
| 12                               | Blackcastle .....              | 3 $\frac{3}{4}$                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7 $\frac{1}{4}$                  | Tornagrain .....               | 4 $\frac{3}{4}$                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5 $\frac{1}{2}$                  | Petty Post Office .....        | 1 $\frac{3}{4}$                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3 $\frac{1}{2}$                  | Culloden Station.....          | 2                                |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                  | Inverness .....                | 3 $\frac{1}{2}$                  | 104 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                  | (Town Hall.)                   |                                  |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**ABERDEEN TO INVERNESS.** *Reverse.*—From Town Hall proceed along High St. and Petty St. and at 1 m. out keep to *L.* at fork. Keep to *r.* before Petty Post Office; then long straight stretch; bear to *r.* towards Nairn at road junction. Enter Nairn by Leopold St. and at statue turn to *L.* At fork-roads beyond Nairn keep to *L.*, to Forres. At fork beyond Forres keep to *r.*, and again to *r.* at Alves, to Elgin. At Lhanbryde keep to *r.* at fork, and at Fochabers, on leaving the village, turn sharp to *r.* at branch-roads. 1 $\frac{1}{2}$  m. beyond Forgieside keep to *r.*; pass rly., enter Fife-Keith, and cross br. into Keith. Again pass rly. and turn sharply to *r.*, through town, and at southern end turn to *L.*; at fork keeping main road, which bears to the *r.* At fork near Cairney Ch. (on *L.*) keep to *r.* and cross a stream; and at  $\frac{3}{4}$  m. beyond Westerton turn sharply to *r.*, cross the br., and enter Huntly. Pass sta. (on *r.*), and at fork keep to *r.* At fork on hill summit keep to *L.*; at branch-roads before Colpy to *r.*, and at Colpy to *L.* Bear to *r.* at next road junction, and at Mill of Carden to *L.* Leaving Inverurie, cross R. Don, and passing through Port Elphinstone keep to *L.* at fork. Pass straight through Kintore, and at fork beyond keep *L.* Thence into Aberdeen by reverse of Route 224, from the Truach Burn.

**EDITOR'S NOTES.**—(a) The road to the *L.* at Mill of Carden is a connecting-link between Routes 225 and 233. It ascends to Oyne (1 m.) and rises gradually to Kennethmont Sta. (11 m.), falling from thence to junction with Route 233 before Gartly Sta. The surface of this road is very good. By using this loop-road the rider gains an alternative route between Inverurie and Huntly—less direct, but with easier gradients between those two points. The rly. runs parallel all the way.

- (b) An alternative route between Elgin and Forres runs via Pluscarden Abbey. Keep to *L.* at fork at Hospital and to *r.* at next fork. Beyond Torrieston turn to *L.*; Pluscarden Abbey lies to *r.*  $1\frac{1}{2}$  m. further. Gradual ascent from Elgin. From the br. beyond the Abbey the road ascends steeply for  $1\frac{1}{2}$  m. to Hazlebank, and there is a steep descent for 1 m. on the other side. Undulating by Cantsford and descending to Rafford, where keep to *r.* at fork, and at next fork (1 m. further) to *L.*; downhill into Forres. Fair surface. Distance between Elgin and Forres by this road is 15 m.
- (c) By turning to *r.* at this point, before entering Forres, and riding a short distance along Route 251, the famous Sweno's Stone will be seen standing in a field on the *L.*-hand side. It is a narrow shaft of sandstone 23 ft. high, carved with the figures of warriors and animals, the figures being arranged systematically in five divisions. It is supposed to commemorate the expulsion of the Danes.
- (d) The road to the *r.* at this fork leads to Campbelltown and Fort George. A fine, smooth, and almost level road, passing, for some part of the way, through plantations. At the cross-roads,  $6\frac{1}{4}$  m. out, turn to *r.* (*L.* to Fort George Sta.). Passing through Campbelltown, a dead level, by the shore, bending to *L.* to Fort George ferry. This ferry (1 m. wide) carries the rider to "Black Isle," Route 307 being joined at Fortrose, which lies  $1\frac{1}{2}$  m. from the ferry landing-place. Returning to Campbelltown, a road leads from thence to Petty Post Office on Route 225, leaving to *r.* at the cross-roads, turning sharply to *L.* at Stuarton, keeping for some distance near the shore, turning to *L.* near Petty Church, passing Castle Stuart and the rly., and joining the main road.

## ROUTE 226.

## ABERDEEN TO BANFF AND MACDUFF.

(Via Turriff.)

The direct route. Excellent surface on the whole throughout; a very exposed road during a N.E. headwind.

| <i>Miles from Banff.</i> | <i>Places on the Road.</i> | <i>Mileage.</i> |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------|----------------------------|-----------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                            | Intermedi-ate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 46                       | <b>ABERDEEN</b> .....      | ...             | ...             | Route 224 to Auchmill.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 42 $\frac{1}{2}$         | Auchmill .....             | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | At fork-roads keep to <i>r.</i> ( <i>L.</i> , Route 224); fairly level for $\frac{3}{4}$ m., ascending to Woodend, and again undulating to Dyce. Descent to R. Don and road passes under rly. br.; turn to the <i>r.</i> when on the other side of this br.; gradual ascent to New Machar, passing the ch. on <i>r.</i> Good surface.                                                                                                                                                                                                                                         |
| 39 $\frac{1}{2}$         | Dyce .....                 | 3               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 35                       | New Machar .....           | 4 $\frac{1}{2}$ | 11              | A gradual ascent for 1 m., succeeded by a short fall, and then re-ascending towards Hattoncrook. Very undulating for $1\frac{1}{2}$ m., with an ascent over a hill shoulder at the end of that distance, followed by a pleasant downhill run into Old Meldrum. On entering the village bear to <i>r.</i> ( <i>L.</i> , Route 232). Good surface.                                                                                                                                                                                                                              |
| 32                       | Hattoncrook .....          | 3               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 28                       | Old Meldrum .....          | 4               | 18              | A steady rise for over 1 m., not arduous; a subsequent descent for $\frac{1}{2}$ m., and a re-ascent towards Tulloch—the highest point (over 500 ft.) on this route. Here the road bends to <i>L.</i> and a long descent commences. The first 3 m. are of easy downward gradient, the road, however, still possessing its undulating character, but in the fourth m. the descent becomes more rapid and care should be exercised, especially at the bends. At fork, after crossing a burn, keep to <i>r.</i> ; ascent of $\frac{1}{2}$ m. towards Fyvie Sta. (on <i>L.</i> ), |
| 25                       | Tulloch .....              | 3               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 19 $\frac{1}{4}$         | Fyvie Station .....        | 5 $\frac{3}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## Route 226. ABERDEEN TO BANFF AND MACDUFF

—continued.

| Miles from Banff. | Places on the Road.             | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------|---------------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                                 | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 15½               | Auchterless Station ...         | 3½             |        | and then re-descending to a stretch of almost level road. Near the entrance gateway to Fyvie Castle (on <i>r.</i> ) the road bends abruptly first to <i>r.</i> and then to <i>L.</i> Level to 1¼ m. beyond Auchterless Sta., then gradually ascending for a short distance, followed by a delightfully easy descent by Darra towards Turriff. On approaching fork near rly. sta., keep to <i>r.</i> , pass under rly. br. (very awkward turn), and cross the Idoch Water. Road bends to <i>L.</i> and ascends into the town. Turn to <i>r.</i> on entering the Main St. From Old Meldrum to Fyvie the surface is fair, but becomes excellent on the level between Fyvie and Turriff. (Route 240 leaves at W. end of Main St.).                                                                                                                                                                                              |
| 13½               | Darra .....                     | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11¼               | Turriff Station.....            | 1¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11¼               | Turriff .....<br>(Post Office.) | ½              | 34½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 7½                | Plaidy Station .....            | 3½             |        | At cross-roads at Commercial Hotel (on <i>r.</i> ) turn to <i>L.</i> , and about 100 yds. further turn to <i>r.</i> , road ascending stiffly. Fairly level for ¼ m., followed by an easy ascent and descent, and continued long easy undulations, with downward tendency to Plaidy Sta. Here rly. is crossed, road continuing to descend to a bridge near Castleton, from which it re-ascends for nearly ½ m., and is undulating, with upward tendency, to beyond King Edward Sta. Almost level for 2½ m., rly. running on <i>r.</i> -hand, then descending, road bending round gradually towards <i>L.</i> , and winds down to the <i>r.</i> bank of R. Deveron. Cross the river by Banff Br. to <i>L.</i> ; level along the shore. Turn to <i>L.</i> up Bridge St. and again to <i>L.</i> in Low St., ascending steep hill, and bearing to <i>r.</i> into High St. Good surface.<br>(Routes 234 and 239 are joined here). |
| 5½                | King Edward Station             | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| ½                 | Banff Bridge .....              | 5              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                   | BANFF .....<br>(Town Hall.)     | ½              | 46     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

## MACDUFF CONTINUATION.

|   |                               |     |     |                                                                                                                                                                                                                                            |
|---|-------------------------------|-----|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ½ | Banff Bridge .....            | ... | ... | For Macduff, do not cross the br., but follow the road round to <i>r.</i> , by the shore; level for ½ m. Harbour passed on <i>L.</i> ; bear to <i>r.</i> , and ascend into the town. Surface lumpy from Banff Br. (Route 235 is met here.) |
|   | MACDUFF .....<br>(Town Hall.) | ½   | 46  |                                                                                                                                                                                                                                            |

ABERDEEN TO BANFF AND MACDUFF. *Reverse*.—From Banff, High St., turn to *L.* down steep hill into Low St., to *r.* along Bridge St., and again to *r.* along the Shore Rd. to Banff Br.; when across which, turn to *r.*

From Macduff descend towards the Shore Rd., bending to *L.*; following Shore Rd. (passing access road to sta. on *L.*) round to *L.* to Banff Br. Here meet reverse from Banff, as above.

From Banff Br. road bends to *L.*, ascending, and then to *r.*, with rly. running on *L.* Unmistakable road to Turriff by King Edward and Plaidy Stas. On entering Turriff turn down to *L.* at cross-roads, and sharply to *r.* at Commercial Hotel corner. Opposite Post Office turn down to *L.* towards sta.; pass under rly. and turn sharply to *L.*, keeping thence straight on, rly. being on *L.* At Darra keep to *r.*, shortly afterwards crossing over rly. twice. Beyond Auchterless Sta. keep to *r.* at fork; and on approaching entrance gateway at Fyvie Castle turn to *r.*, and then to *L.*, passing sta. on *r.* Turn to *L.* at southern end of Old Meldrum village, and at fork beyond keep to *r.* At rly. br. before Dyce turn to *L.*, passing under rly., then keep to *r.* From Auchmill, as in reverse of Route 224 into Aberdeen.

## ROUTE 227. ABERDEEN TO PETERHEAD.

Easy gradients and good surface. The surface, however, becomes very rough on approaching Peterhead. Fine coast scenery during the last few miles.

| Miles from<br>Peterhead. | Places on the<br>Road.                          | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------|-------------------------------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                                 | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 33 $\frac{3}{4}$         | <b>ABERDEEN</b> .....<br>(General Post Office.) | ...                     | ...              | From Post Office proceed up Market St., turn to <i>r.</i> on entering Union St., and follow tramlines to <i>L.</i> along King St. Leave the city by King Street Rd., passing King's College and Old Aberdeen on far <i>L.</i> Road slightly undulating to Bridge of Don and Damhead; ascent to fork-roads, where keep to <i>r.</i> ( <i>L.</i> , Route 230). 2 m. of undulating road with downward tendency to next fork, where keep again to <i>r.</i> , with descent to a br. A succession of short rises and falls for about 2 m., with easy rise beyond Balmedie, followed by a stretch of fairly level road, and decline beyond Pitgersie to the Foveran Burn. Ascent for $\frac{1}{4}$ m., and almost level to cross-roads at Fontainebleau (here Route 232 is crossed). Bear slightly to <i>L.</i> , and at fork, ahead, keep to <i>r.</i> , descending to Bridgend. A winding ascent for 1 m., then again descending, to Ellon. Surface rough for a short distance out of Aberdeen; then, on the whole, excellent. |
| 32                       | Bridge of Don.....                              | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 25 $\frac{1}{4}$         | Balmedie .....                                  | 6 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 22 $\frac{1}{2}$         | Pitgersie .....                                 | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 21                       | Fontainebleau .....                             | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 20 $\frac{1}{4}$         | Bridgend .....                                  | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 17 $\frac{1}{4}$         | Ellon .....                                     | 3                       | 16 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 13                       | Birness Fork-roads .....                        | 4 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 10                       | [Hatton] .....                                  | 3                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8                        | Cross-roads .....                               | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                          |                                                 |                         |                  | Cross the R. Ythan and turn sharply to <i>r.</i> ( <i>L.</i> , Route 229). Ascent for 1 $\frac{1}{4}$ m., then turn abruptly to <i>L.</i> ; descent to a stream. A gradual ascent to Birness fork-roads, where keep to <i>r.</i> ( <i>L.</i> , Route 228). Fairly level for about 1 m., and, after a short ascent, a decline to Hatton cross-roads (the village lying to <i>L.</i> ). Descent for $\frac{1}{2}$ m., followed by a rise to the post office at the cross-roads. Quick descent to a bridge, then re-ascending towards the coast at Longhaven.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

Route 227. ABERDEEN TO PETERHEAD—*continued.*

| Miles from<br>Peterhead. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------|------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4                        | Loughaven .....        | 4                       |                  | Descent to Sterling (where turn to <i>r.</i> to Boddam and Buchan Ness) and $\frac{1}{2}$ m. ascent, followed by a fine bit of downhill running towards Burnhaven (on the coast on <i>r.</i> ). Short ascent towards Meethill, and fall towards Peterhead. Bear to <i>r.</i> just outside the town ( <i>L.</i> , Route 235). Good surface to Sterling (near Boddam), then very much cut up with heavy traffic into Peterhead. (Route 236 joined here.) |
| 3 $\frac{1}{4}$          | Sterling .....         | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1 $\frac{1}{4}$          | Burnhaven .....        | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                          |                        |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                          | Peterhead .....        | 1 $\frac{3}{4}$         | 33 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                          | (Town Hall.)           |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**ABERDEEN TO PETERHEAD. Reverse.**—Leaving the town due W., keep to *L.* at fork, and following coast line avoid all branch-roads to *L.*, leading to coast villages. Descent to Water of Cruden beyond the post office at the cross-roads, keeping to *L.* before reaching the bridge. Bear to *L.*, where roads meet, at Birness; and abruptly to *r.* 1 $\frac{1}{4}$  m. before Ellon. Cross the river and keep to *L.* at fork. At Fontainebleau, where four roads meet, keep to *r.* at fork ahead; thence unmistakable into Aberdeen. Enter city by King St. Rd. and King St., bear to *r.* with tramlines in Castle St. into Union St.; turn down Market St. (third thoroughfare on *L.*) to General Post Office.

## ROUTE 228. ABERDEEN TO FRASERBURGH.

Very good surface, except for a few miles beyond Mintlaw. This is the direct road to Fraserburgh, the other route being via Peterhead: see Nos. 227, and 236.

| Miles from<br>Fraserburgh. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------|------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 42 $\frac{1}{2}$           | <b>ABERDEEN</b> .....  | ...                     | ...              | Route 227 to the fork-roads at Birness. Here keep to <i>L.</i> ( <i>r.</i> , Route 227); road level for a short distance, then ascending for $\frac{1}{2}$ m., and undulating to Ardallie. From this point there is 2 m. of a gradual rise, followed by 2 m. of an easy decline; fairly level past the cross-roads to Clola, and descending by Bridgestone to the Deer Water. Ascent from the br. to the cross-roads at Mintlaw. (Here Route 235 is crossed.) Excellent surface. |
| 21 $\frac{1}{4}$           | Birness Fork-roads.    | 20 $\frac{3}{4}$        | 20 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 15                         | Clola .....            | 6 $\frac{3}{4}$         |                  | Pass the rly. and local cross-roads, road gradually descending to a stretch nearly level. From the Strichen Water there is a re-ascent, bearing slightly to <i>r.</i> at Sandhole, and keeping to <i>L.</i> at                                                                                                                                                                                                                                                                   |
| 14 $\frac{1}{2}$           | Bridgestone .....      | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 12 $\frac{1}{2}$           | Mintlaw .....          | 2                       | 30               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 10                         | Sandhole .....         | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |



Route 228. ABERDEEN TO FRASERBURGH—*continued.*

| <i>Miles from<br/>Fraserburgh.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------|--------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8½                                 | New Leeds .....                | 1½                               | 34            | fork, and easy running to New Leeds. Surface not so good, and rough in parts, from Mintlaw. Very easy rise for a short distance and gradual decline by Park to a stretch of level near the rly. and Cortes Lake. Route 236 is joined on <i>r.</i> , road descending beyond Rathen (on <i>r.</i> ), and is thence undulating, slightly, passing Philorth House by Kirktown into Fraserburgh; rly. running on <i>r.</i> and Route 239 joining on <i>l.</i> (Route 238 is also joined at Fraserburgh.) Surface very good after New Leeds. |
| 4                                  | [Rathen] .....                 | 4½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1¾                                 | Philorth House .....           | 2¼                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                    | FRASERBURGH .....              | 1¾                               | 42½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                    | (Cross.)                       |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

ABERDEEN TO FRASERBURGH. *Reverse.*—Leaving Fraserburgh rly. sta., (passed on *l.*), keep to *l.* at fork, then straight on. At fork, 1 m. beyond Rathen, keep to *r.* and cross Route 235 at Mintlaw. Bear to *r.* on nearing Birness fork; thence as in reverse of Route 227 to Aberdeen.

## ROUTE 229. ABERDEEN TO NEW DEER.

Fairly good road on the whole, but rough in parts; hilly and poor beyond New Deer, towards junction with Route 235.

| <i>Miles from<br/>New Deer.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 29                              | ABERDEEN .....                 | ...                              | ...           | Route 227 to Ellon.                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                 | (General Post Office.)         |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 12½                             | Ellon .....                    | 16½                              | 16½           | Cross R. Ythan, and at fork keep to <i>l.</i> and again to <i>l.</i> at next fork ½ m. further. Easy ascent for first m. out of Ellon, then stiffer, followed by a more gradual rise and undulating, with descending tendency, to Blindburn. Re-ascent for over ½ m., then falling to a long stretch of undulating road by Elrick Mill and Auchnagatt Sta., where road bends abruptly to <i>l.</i> , passing over rly. Good surface. |
| 8½                              | Blindburn .....                | 4                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5½                              | Elrick Mill .....              | 3                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4½                              | Auchnagatt Station ...         | 1                                | 24½           |                                                                                                                                                                                                                                                                                                                                                                                                                                      |

The road now runs parallel with rly. for over a m., then bends off to *l.* At fork keep to *r.* Fairly level from the sta. up to this point, then commences to re-ascent, gradually, to next fork, where keep to *l.*; road then descending for about ½ m. A gradual re-ascent towards New

Route 229. **ABERDEEN TO NEW DEER**—*continued.*

| <i>Miles from New Deer.</i> | <i>Places on the Road.</i>                   | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                    |
|-----------------------------|----------------------------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                              | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                            |
|                             | <b>NEW DEER</b> .....<br>(Post Office.)      | 4½                    | 29            | Deer; turn to <i>r.</i> on entering the village, to post office, passing <i>ch.</i> on <i>r.</i> Good surface.                                                                                                                                                                             |
|                             | <i>Continuation to meet Route 235</i> ... .. | ...                   | ...           | Beyond the village the road becomes rough and hilly, and is not recommended. This continuation, however, joins Route 235 beyond New Byth. Keep to <i>l.</i> beyond New Deer Free Ch.; hill down to New Byth, steep and winding, and must be carefully ridden. New Byth 7 m. from New Deer. |

**ABERDEEN TO NEW DEER. Reverse.**—Towards S. end of village turn to *l.* Turn to *l.* and cross rly. at Auchnagatt Sta., and bear immediately to *r.* Unmistakable to Ellon, and thence to Aberdeen by reverse of Route 227.

**ROUTE 230. ABERDEEN TO METHLICK.**

An undulating road with good surface generally. Very fine surroundings on approaching Methlick.

| <i>Miles from Methlick.</i> | <i>Places on the Road.</i>                      | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------|-------------------------------------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                                 | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 22½                         | <b>ABERDEEN</b> .....<br>(General Post Office.) | ...                   | ...           | Route 227 to fork-roads beyond Bridge of Don.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 18½                         | <i>Fork-roads</i> .....                         | 4                     | 4             | Here turn to <i>l.</i> , and cross a stream in ¼ m., road ascending for a m. from fork, then a series of successive rises and falls with upward tendency to Whitecairns. Still ascending to fork-roads, where keep <i>l.</i> Undulating for 2 m. to next fork, where again keep <i>l.</i> Pass rly. and turn to <i>r.</i> , road then descending for a m., followed by a short rise and re-descent. Keep to <i>r.</i> at fork ( <i>l.</i> to Undy). At cross-roads bear slightly to <i>l.</i> (avoiding another road to Undy which leaves directly to <i>l.</i> ), and keep alongside the Bronie Burn, not crossing for over ¼ m. At Pitmedden fork keep to <i>r.</i> Good surface; rough only in parts. |
| 14¼                         | <i>Whitecairns</i> .....                        | 4¼                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8½                          | <i>Cross-roads</i> .....                        | 5¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8                           | Pitmedden.....                                  | ½                     | 14½           | Descent for about ¼ m., then ascending for over ½ m., and subsequently undulating to Bridgefoot, where bear <i>l.</i> to Tarves. Here turn <i>r.</i> , northwards, and in about 1½ m. enter Haddo House                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5¼                          | Bridgefoot.....                                 | 2¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4¼                          | Tarves .....                                    | ½                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## Route 230.

**ABERDEEN TO METHLICK**—*continued.*

| Miles from<br>Methlick. | Places on the<br>Road.    | Mileage.                |        | General description of the Road.                                                                                                                                                                                                           |
|-------------------------|---------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                           | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                            |
| 2½                      | Haddo House .....         | 2¼                      |        | grounds. This is the mail-gig route, and the road is open to pedestrians and cyclists. Keep Haddo House on <i>r.</i> , passing close to it, until public road is reached at gate, near R. Ythan. Turn <i>l.</i> to Methlick. Good surface. |
|                         | <b>METHLICK (a)</b> ..... | 2½                      | 22½    |                                                                                                                                                                                                                                            |

**ABERDEEN TO METHLICK. Reverse.**—Go down the riverside, and on reaching the gate of Haddo grounds, enter the private rd. to *r.*, and pass Haddo House. In Tarves bear *l.*, and *r.* on meeting another road at Bridgefoot. Keep *r.* at fork and go over cross-roads at Pitmedden. Keep *r.* at branch-roads; thence easily followed to Aberdeen.

(a) A good run from Methlick may be obtained by going westwards along the banks of the R. Ythan for about 5 m. Finely kept road and charming scenery by the Braes o' Gight (or Gicht).

**ROUTE 231 ABERDEEN TO TARLAND.**

The only villages on this route are Echt and Tarland. Lumpy surface out of Aberdeen, then fairly good to Echt, beyond which it is inferior to near Tarland, when it improves somewhat.

| Miles from<br>Tarland. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 31¼                    | <b>ABERDEEN</b> .....  | ...                     | ...    | Route 223 to the fork roads, 6½ m. out.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 24¾                    | Fork-roads .....       | 6½                      | 6½     | A gradual descent by Cairnie to Garlogie, where, at fork, keep to <i>r.</i> after crossing Leuchar Burn. A gradual rise to Echt, passing the Free Ch. on <i>r.</i> before entering the village. From Echt the road declines gradually for almost 1 m., then ascends, steeply in parts, to beyond Midmar Ch. (on <i>r.</i> ), is then undulating for 1 m., and re-ascends by Auchorie. The latter portion of this climb is stiff; keep to <i>r.</i> at fork roads. Descent for 1¼ m. by Drumlassie (on <i>r.</i> , off the road) and ascent towards Tornaveen, with descent to the br. at Ennets. Surface good to Echt, then only fair. |
| 21½                    | Garlogie .....         | 3¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 18¼                    | Echt .....             | 3¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 15¾                    | Midmar Church .....    | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 13½                    | Auchorie .....         | 2¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 11½                    | [Drumlassie] .....     | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10¼                    | Tornaveen .....        | 1¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 9¼                     | Ennets .....           | 1                       | 22     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7½                     | Tullochvenus .....     | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 6¼                     | Cross-roads Inn .....  | 1¼                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                        |                        |                         |        | Uphill for ½ m. from the br., followed by a short stretch of level, then a very stiff climb for nearly 1 m., and undulating to Tullochvenus and Camphill (both on <i>r.</i> ). At fork keep to <i>r.</i> ; road descending to a stretch of level and rising by Collmuir (on <i>l.</i> ), beyond which it re-descends; at fork-roads keep to <i>r.</i> There is a fine down-                                                                                                                                                                                                                                                            |

## Route 231.

ABERDEEN TO TARLAND—*continued.*

| <i>Miles from<br/>Tarland.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                                                                   |                  | <i>General description of the Road.</i>                                                                                                                            |
|--------------------------------|--------------------------------|-----------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i>                                                  | <i>Total.</i>    |                                                                                                                                                                    |
|                                |                                |  |                  |                                                                                                                                                                    |
|                                | TARLAND .....                  | 6 $\frac{1}{4}$                                                                   | 31 $\frac{1}{4}$ | hill run of over 3 $\frac{1}{2}$ m. to Tarland, with somewhat of a sudden dip into the village; care necessary. Poor surface in parts, but fair riding as a whole. |

**ABERDEEN TO TARLAND. Reverse.**—Proceeding through the village to the cross-roads at the ch., turn to the *l.* up the steep ascent. At 6 m. keep to *l.* at fork, and again to *l.* at fork near the wood beyond Tullochvenus. Avoiding all farm roads branching off at intervals to *r.* and *l.*, the road is unmistakable into Aberdeen. See latter portion of reverse of Route 223.

**EDITOR'S NOTE.**—From Tarland a road runs by way of Lochs Davan and Ceander, joining Route 221 on Muir of Dinnet, near Cambus o' May Sta., and within 5 m. of Ballater. Climb of 1 $\frac{1}{2}$  m. out of Tarland, then undulating; fair surface, rough in parts, to Cambus o' May, and excellent to Ballater. Tarland to Ballater, 11 m.

## ROUTE 232. NEWBURGH TO HUNTLY.

(Via Old Meldrum.)

A cross country route, running almost directly E. to W. Hilly, and of inferior surface, between Pitmedden and Old Meldrum, but easy gradients, and good surface from thence to Huntly.

| <i>Miles from<br/>Huntly.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------|--------------------------------|----------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 34 $\frac{1}{2}$              | NEWBURGH .....                 | ...                              | ...           | Proceeding through village southerly, turn to <i>r.</i> and leave due W. Short stiffish rise, then easier ascent to the branch-roads at Fontainebleau. Route 227 is crossed; keep to <i>l.</i> at the fork here. Gradual fall to the Tarty Burn, followed by short rise and fall, and long ascent towards Logierieve Sta. Pass over rly.; then pleasantly undulating to cross-roads, where bear to <i>r.</i> , along bank of the Bronie Burn, to Pitmedden fork-roads. Slight ascent to Pitmedden. Good surface. |
|                               | (The Cross.)                   |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 32 $\frac{3}{4}$              | Fontainebleau .....            | 1 $\frac{3}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 29 $\frac{1}{2}$              | Logierieve Station .....       | 3 $\frac{1}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 27 $\frac{1}{2}$              | Pitmedden .....                | 2                                | 7             | Keep to <i>l.</i> ( <i>r.</i> , Route 230), and here commences a long gradual ascent. Towards Cairnbrogie the hill becomes easier, ascends short steeper portion near cross-roads 1 m. further, and ascends again easily for 1 m. towards junction with Route 226. Bear to <i>r.</i> , descending towards Old Meldrum. Keep to <i>l.</i> in the village, passing through Square ( <i>r.</i> , Route 226). Rougher surface after Pitmedden, but good for last m. into Old Meldrum.                                |
| 24 $\frac{3}{4}$              | Cairnbrogie .....              | 2 $\frac{3}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                               |                                |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 22 $\frac{1}{2}$              | Join Route 226 ...             | 2 $\frac{1}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## Route 232.

NEWBURGH TO HUNTLY—*continued.*

| Miles from<br>Huntly. | Places on the<br>Road.                           | Mileage.                |                                      | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------|--------------------------------------------------|-------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                                  | Inter-<br>medi-<br>ate. | Total.                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 21 $\frac{3}{4}$      | Old Meldrum .....<br>(Square.)                   | $\frac{3}{4}$           | 12 $\frac{3}{4}$                     | Avoiding all sts., etc., to <i>r.</i> , descend rapidly out of the village. Rly. sta. passed on <i>l.</i> , off the road. Long undulating stretch of open road for 2 $\frac{1}{2}$ m., then ascending for 1 $\frac{1}{2}$ m., and undulating beyond for 1 m., but still with upward tendency. Downhill to the cross-roads, and beyond. Cross over rly., and fairly level to the wayside post office, and ascending, gradually, to Rothmaise, beyond which the road runs in a straight line for some distance, and is rather dreary. Descent to a br., then very gradual rise for 1 $\frac{1}{2}$ m. A dip to the br. beyond the cross-roads (Kirkton of Culsalmond to <i>r.</i> ), then level to junction with Route 225. Turn to <i>r.</i> and continue to Huntly as on p. 235. Good surface. |
| 15 $\frac{3}{4}$      | Cross-roads .....                                | 6                       |                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 12 $\frac{3}{4}$      | Rothmaise.....                                   | 3                       |                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 10 $\frac{3}{4}$      | [Culsalmond] .....                               | 2                       |                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 10                    | Road junction .....<br>HUNTLY .....<br>(Square.) | $\frac{3}{4}$<br>10     | 24 $\frac{1}{2}$<br>34 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**NEWBURGH TO HUNTLY.** *Reverse.*—As in reverse of Route 225 for 10 m., then turn sharply to *l.* before reaching Colpy. Pass over cross-roads near Culsalmond; cross rly. and pass second cross-roads; then a straight-ahead road into Old Meldrum. Keep well to *r.* in village, turning to *r.* at its S. end; at fork  $\frac{3}{4}$  m. beyond turn to *l.* At  $\frac{1}{2}$  m. beyond Pitmedden keep to *l.*, and at Fontainebleau keep again to *l.* at fork. Turn sharply to *l.* into Newburgh village.

## ROUTE 233. ALFORD TO HUNTLY.

Fine surface to Lumsden, then rougher and hilly to Gartly. Very pleasant undulating bit of road down Strath Bogie to Huntly. A direct connection between Routes 223 and 225.

| Miles from<br>Huntly. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------|------------------------|-------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 22 $\frac{1}{4}$      | ALFORD .....           | ...                     | ...             | Route 223 to Mossat fork-roads. Here bear to <i>r.</i> ( <i>l.</i> , Route 223). Easy ascent to fork nearly a m. further, where keep to <i>r.</i> ; ascent becomes stiffer towards Lumsden. Pass through village, road descends for a short distance and then there is an easy ascent for $\frac{3}{4}$ m., and descent towards Water of Bogie; last bit of hill steep, with awkward turn to <i>r.</i> Stiff ascent from br., followed by short fall, road then re-ascending for nearly a m. and falling rather steeply to Rhynie. Good surface. |
| 14 $\frac{3}{4}$      | Mossat Fork-roads..    | 7 $\frac{1}{2}$         | 7 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 12 $\frac{3}{4}$      | Lumsden .....          | 2                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                       | ↓                      |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |



## Route 233.

ALFORD TO HUNTLY—*continued.*

| Miles from Huntly. | Places on the Road.       | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------|---------------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                           | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9                  | Rhynie .....              | 3 $\frac{3}{4}$ | 13 $\frac{1}{4}$ | Road still descending for $\frac{1}{2}$ m., followed by a short level stretch, and going again uphill, then falling to Newnoth. A further rise of $\frac{1}{2}$ m., then a long descent, rapid at first, passing on <i>r.</i> the road to Insch, to beyond Gartly Sta., on <i>r.</i> off the road. Keep straight on up a gentle ascent for $\frac{1}{2}$ m. and undulating for $1\frac{1}{2}$ m. then descending. This hill should be taken with care. Keep forward over br. and ascend. There is a level stretch at top of hill followed by a descent with sharp curve at top. Thence an undulating road to Huntly. Surface fair to good.<br>(Routes 225, 234, 239, and 240 are joined here.) |
| 6 $\frac{3}{4}$    | Newnoth.....              | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 $\frac{1}{4}$    | [Gartly Station] .....    | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                    | HUNTLY<br>(Square.) ..... | 5 $\frac{1}{4}$ | 22 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**ALFORD TO HUNTLY. Reverse.**—Leave Huntly Square, going due S., and ascend Strath Bogie. At fork beyond Gartly keep to *r.* At 2 m. beyond Rhynie cross Water of Bogie and turn *L.* At Mossat fork keep *L.*; cross the Don to *r.* at Alford Br., and  $\frac{1}{2}$  m. further turn sharply to *L.*, to Alford village.

## ROUTE 234.

## HUNTLY TO BANFF.

(Via Aberchirder.)

Latter part of this route is hilly; the surface is fair to Bridge of Marnoch, and improves beyond. Fine views from the higher ground.

| Miles from Banff. | Places on the Road.       | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                  |
|-------------------|---------------------------|-----------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                           | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                   |
| 21                | HUNTLY<br>(Square.) ..... | ...             | ...             | Proceed down Duke St. to br. over R. Bogie and ascend, passing rly. sta. on <i>r.</i> towards fork. Here turn <i>L.</i> ( <i>r.</i> , Route 225); level for nearly a m., then descending gently to a br., followed by $1\frac{1}{2}$ m. of undulating road, and an ascent of $\frac{3}{4}$ m., falling thence to road junction at Bogniebrae. Fair surface, lumpy here and there. |
| 14 $\frac{3}{4}$  | Bogniebrae .....          | 6 $\frac{1}{4}$ | 6 $\frac{1}{4}$ | Slightly ascending for $\frac{1}{2}$ m., then a long downhill run to Bridge of Marnoch. Long ascent from the br., and undulating to Auchintoul Burn, from which the road ascends a long winding hill to Aberchirder. Good surface.                                                                                                                                                |
| 12                | Bridge of Marnoch.....    | 2 $\frac{3}{4}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                   |



## Route 234.

HUNTLY TO BANFF—*continued.*

| Miles from<br>Banff. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------|------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9 $\frac{1}{4}$      | Aberchirder .....      | 2 $\frac{3}{4}$         | 11 $\frac{1}{4}$ | The village lies on <i>l.</i> of the road. Long ascent, passing road junction, where Route 240 goes off to <i>r.</i> Keep straight on, uphill; road rising for another m., then fairly level to a fork, where keep to <i>r.</i> This is the highest point on the route. Long descent towards Brydock Mill, then slightly undulating for a m., and descending rather steeply for another m. to the Deveron Valley, and still descending to within a m. of Banff. From the riverside the road ascends rather steeply towards the town, descending into High St. Excellent surface.<br>(Routes 226, 235, 238, 239, 241, and 242 are joined here.) |
| 4 $\frac{1}{4}$      | Brydock Mill .....     | 5                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                      | BANFF .....            | 4 $\frac{1}{4}$         | 21               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                      | (Town Hall.)           |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**HUNTLY TO BANFF (VIA ABERCHIRDER).** *Reverse.*—From High St. continue out of the town in a southerly direction, avoiding all roads to *l.*, and descending,  $\frac{1}{2}$  m. out, to R. Deveron side. At fork keep to *r.*, and again to *r.* at next fork. Leaving Aberchirder, road bends to *l.* and descends a bending hill to Auchintoul Burn; care required on this descent. Keep to *r.* at fork-roads 2 m. beyond Bridge of Marnoch, and again to *r.* at fork 2 m. beyond Bogniebrae. Join Route 225 at 3 m. further and turn to *r.* to Huntly.

## ROUTE 235. PETERHEAD TO BANFF.

On the whole an excellent road. Surface rough and lumpy in places, but this is only local. The gradients are well-engineered and are hardly perceptible in parts.

| Miles from<br>Banff. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------|------------------------|-------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 35                   | Peterhead .....        | ...                     | ...             | Leave by Kirk St., passing Volunteer Hall on <i>l.</i> ; keep to <i>r.</i> at fork-roads ( <i>l.</i> , Route 227). Road rises and falls in a series of long easy undulations, with intervening stretches of level, by Faichfield to Longside, into which there is a short descent to the br., passing a ch. on <i>l.</i> Excellent surface.<br>Pass through village, road level; cross S. Ugie Water and ascend towards cross-roads at Mintlaw. Keep to <i>r.</i> at fork before that village. Route 228 crossed there; slight descent towards sta. (on <i>r.</i> ), generally rough with frequent traffic; cross rly.; a branch-road leaves on <i>l.</i> for Old |
|                      | (Town House.)          |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 28 $\frac{1}{2}$     | Longside .....         | 6 $\frac{1}{2}$         | 6 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 26                   | Mintlaw.....           | 2 $\frac{1}{2}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## Route 235.

## PETERHEAD TO BANFF—continued.

| Miles from Banff. | Places on the Road.          | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------|------------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                              | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                   |                              |                 |                  | Deer. Road nearly level by policies of Pitfour, passing the Abbey of Deer on <i>L.</i> An easy ascent commences at Mill of Bruxie, beyond which Route 237 branches off to <i>r.</i> ; keep to <i>L.</i> , with easy running to Brucklay Sta. Excellent surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 20 $\frac{3}{4}$  | Brucklay Station .....       | 5 $\frac{1}{4}$ | 14 $\frac{1}{4}$ | Easy undulating ascent through woods; apt to be sticky after rain, and rutty, but good on the whole. Long gentle rise to the woods of New Pitsligo; fairly level for about $\frac{1}{2}$ m., then a short, sharp descent towards the village, bearing to <i>L.</i> Very good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 16 $\frac{1}{2}$  | New Pitsligo .....           | 4 $\frac{1}{4}$ | 18 $\frac{1}{2}$ | Proceed straight through village, road bearing round to <i>L.</i> at the foot of rising ground. Route 238 joins on <i>r.</i> at Overtown. Easy ascent out of New Pitsligo, and, after $\frac{3}{4}$ m., a series of gentle descents with intervening level bits of road. Fairly level to the Woods of Byth; keep to <i>r.</i> at fork ( <i>L.</i> , see p. 243). Ascent for a m. through the woods and beyond, surface generally soft, especially after rain. A series of undulations on the down grade towards Fishrie Post Office, beyond which there is a steepish descent, and a very stiff ascent. Easy upward gradient towards Longmanhill, before which road bends to <i>r.</i> When past the village bear round to <i>L.</i> ; a long descent into Macduff, entering by Buchan St., Skene St., to Crook of Ness St. Last portion, surface lumpy; but very good on the whole. |
| 15                | Overtown .....               | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 9 $\frac{3}{4}$   | Fishrie Post Office .....    | 5 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4 $\frac{1}{4}$   | Longmanhill .....            | 5 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1 $\frac{1}{2}$   | Macduff.....<br>(Town Hall.) | 2 $\frac{3}{4}$ | 33 $\frac{1}{2}$ | Leave by Shore St. and Union Rd., passing along the level by the shore, and bearing to <i>L.</i> to R. Deveron Br., which cross to <i>r.</i> , and enter Banff by short bit of level road along the shore. Turn <i>L.</i> into Bridge St., again to <i>L.</i> in Low St., and ascend stiff hill into High St., keeping to <i>r.</i> at top of hill. Lumpy surface between Macduff and Banff, owing to local traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                 | Banff Bridge .....           | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                   | BANFF .....                  | 1               | 35               | (Routes 226, 234, 238, 239, 241, and 242 are joined here.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                   | (Town Hall.)                 |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**PETERHEAD TO BANFF. Reverse.**—From High St. turn to *L.* down steep hill to Low St., and again to *L.* into Bridge St., continuing along shore to the br. over R. Deveron, across which bear *L.* Enter Macduff by Crook of Ness St., and pass through the town by Skene St. and Buchan St. Keep to *r.* at fork, and at end of Longmanhill village bear to *L.* Keep to *L.* at branch-roads near Byth Woods and to *r.* at branch-roads at Overtown before New Pitsligo. At end of that village bear to *L.*, ascend hill, and bear round to *r.* Pass over cross-roads about a m. further; avoid

road to *L.* before Bruxie Mill and road to *r.* before Mintlaw. Pass over cross-roads at Mintlaw, thence unmistakable to Peterhead.

## ROUTE 236.

### PETERHEAD TO FRASERBURGH.

The direct road between these two towns—an easy, level road on the whole. Fraserburgh may also be reached by following Route 235 to Mintlaw, and by proceeding northwards from the cross-roads there by Route 228, or by going via Route 237 from Mintlaw.

| <i>Miles from<br/>Fraserburgh.</i> | <i>Places on the<br/>Road.</i>   | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                        |
|------------------------------------|----------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                  | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                |
| 17½                                | Peterhead .....<br>(Town House.) | ...                              | ...           | From Town House proceed by Queen St. to rly. sta., where bear to <i>L.</i> when past rly. Fairly level to br. over R. Ugie and gently undulating to Inverquinzie and Newton, passing St. Fergus on <i>L.</i> , off the road. At fork, nearly 2 m. further, keep to <i>L.</i> , road rising very gradually, then descending towards Crimond. Very good surface. |
| 13½                                | Inverquinzie .....               | 4                                |               |                                                                                                                                                                                                                                                                                                                                                                |
| 12½                                | [St. Fergus] .....               | 1                                |               |                                                                                                                                                                                                                                                                                                                                                                |
| 8½                                 | Crimond.....                     | 4                                | 9             |                                                                                                                                                                                                                                                                                                                                                                |
| 6                                  | Lonmay Station .....             | 2½                               |               |                                                                                                                                                                                                                                                                                                                                                                |
|                                    | FRASERBURGH .....                | 6                                | 17½           | Proceed to Fraserburgh as in latter part of Route 228.                                                                                                                                                                                                                                                                                                         |

**PETERHEAD TO FRASERBURGH.** *Reverse.*—Proceed as in reverse of Route 228 to fork at 5 m. out, where turn *L.* Thence an unmistakable road into Peterhead.

## ROUTE 237. MINTLAW TO FRASERBURGH.

(Via Strichen.)

Very good road along Route 235 to beyond Brucklay Sta., then narrow and rougher to Strichen; and a capital road north of Strichen. For alternative roads to Strichen see notes below.

| <i>Miles from<br/>Fraserburgh.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                      |
|------------------------------------|--------------------------------|----------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                              |
| 19½                                | MINTLAW .....                  | ...                              | ...           | Route 235 to Brucklay Sta. At cross-roads, about 1¼ m. beyond the sta., turn to <i>r.</i> and cross a stream. Ascent and descent before Fridayhill, then fairly level for ½ m., beyond which there is a long descent towards |
| 14¼                                | Brucklay Station.....          | 5¼                               | 5¼            |                                                                                                                                                                                                                              |
| 11¾                                | Fridayhill.....                | 2½                               |               |                                                                                                                                                                                                                              |

## Route 237. MINTLAW TO FRASERBURGH—continued.

| Miles from<br>Fraserburgh. | Places on the<br>Road.            | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------|-----------------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                   | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8 $\frac{3}{4}$            | Strichen.....                     | 3                       | 10 $\frac{3}{4}$ | Strichen, rly. running on r. At cross-roads keep to r., by rly., into the village. Fair surface.                                                                                                                                                                                                                                                                                                                        |
| 3 $\frac{1}{2}$            | Memsie .....                      | 5 $\frac{1}{4}$         | 16               | Turn abruptly to l., when a road is met just at the village, at right angles, near rly. Almost level for $\frac{3}{4}$ m., followed by 1 m. of ascent, road bending to r.; keep to r. again at fork. Long downhill run for fully 1 $\frac{1}{2}$ m., followed by short rise, road again falling past cross-roads towards Memsie. Uphill from a br. over a small stream to the cross-roads at Memsie. Very good surface. |
|                            | FRASERBURGH<br>(The Cross.) ..... | 3 $\frac{1}{2}$         | 19 $\frac{1}{2}$ | Keep straight on, descending for 1 $\frac{1}{2}$ m. to another small br., and undulating, with downward tendency, towards Fraserburgh. Join Route 228, $\frac{1}{2}$ m. from the town, and bear l.; almost level by Saltoun Pl. and Cross St. to High St. Very good surface.<br>(Routes 228, 236, and 238 meet here.)                                                                                                   |

**MINTLAW TO FRASERBURGH. Reverse.**—Leave by Cross St. and Saltoun Pl., and keep to r. at fork  $\frac{1}{2}$  m. beyond the town. A straightforward road to Strichen. Here bear to r., crossing br., and to l. about  $\frac{1}{2}$  m. further, with rly. on l. for some distance. When the cross-roads, a m. beyond Fridayhill, is reached, turn to l. and continue to Mintlaw by Brucklay Sta. by the main Peterhead—Banff Rd. (Route 235).

**EDITOR'S NOTES.**—(a) Strichen may also be reached from Mintlaw by turning to r. just beyond Bruxie Mill, skirting Louden woods, and entering Strichen, passing ch. on l. and going under rly. This road is not recommended, though it is shorter than that detailed above.

(b) Yet a third way of reaching Strichen from Mintlaw is by following Route 228 for some distance northwards (about 2 $\frac{1}{2}$  m.), then bearing to l. at Sandhole, passing over all cross-roads, keeping to l. at fork, and avoiding all further cross and branch-roads to side of rly. (running on r.) just before Strichen. Here turn to r., then sharply to l.; sta. being on l. This is a fairly good road, and more direct.

## ROUTE 238. FRASERBURGH TO BANFF.

The most direct rideable connection between the two towns; a very good road on the whole, with capital surface most of the way.

| Miles from<br>Banff. | Places on the<br>Road.            | Mileage.                |        | General description of the Road.                                                                          |
|----------------------|-----------------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------|
|                      |                                   | Inter-<br>medi-<br>ate. | Total. |                                                                                                           |
| 26                   | FRASERBURGH<br>(The Cross.) ..... | ...                     | ...    | Leave by High St., and at fork $\frac{1}{2}$ m. out, keeping to l. (r., coast road, see note). Pleasantly |



Route 238. **FRASERBURGH TO BANFF**—*continued.*

| <i>Miles from Banff.</i> | <i>Places on the Road.</i>  | <i>Mileage.</i>       |                 | <i>General description of the Road.</i>                                                                                                                                     |
|--------------------------|-----------------------------|-----------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                             | <i>Inter-mediate.</i> | <i>Total.</i>   |                                                                                                                                                                             |
| 21 $\frac{3}{4}$         | Ardlaw .....                | 4 $\frac{1}{4}$       |                 | undulating by Percyhorner, then ascending. Pass cross-roads at Ardlaw, and keep to <i>r.</i> at fork, beyond. Nearly level to Tyrie Ch. and Post Office. Very good surface. |
| 20 $\frac{3}{4}$         | Tyrie Church .....          | 1                     | 5 $\frac{1}{4}$ | Easy rise for $\frac{3}{4}$ m., then ascending in a more marked manner for nearly 2 m., followed by a further 2 m. of pleasantly undulating road.                           |
| 15                       | Overtown .....              | 5 $\frac{3}{4}$       | 11              | Re-ascending towards Overtown, at junction with Route 235, where bear to <i>r.</i> Good surface.                                                                            |
|                          | BANFF<br>(Town Hall.) ..... | 15                    | 26              | Route 235 to Banff.                                                                                                                                                         |

**FRASERBURGH TO BANFF.** *Reverse.*—As in reverse of Route 235 to branch-roads at Overtown, before New Pitsligo. Turn to *L.*, thence unmistakable to Fraserburgh.

**EDITOR'S NOTE.**—There is no rideable road to Banff by the coast. A road certainly does exist, but this is all it can be said to do. For through communication it is altogether worthless, as the hills are of a startling nature, and the surface loose and bad. The road is quite rideable, though hilly, to Aberdour Bay, and is fair for a m. or two E. of Macduff, but riders should, as a rule, be careful to avoid this so-called "short-cut." There is compensation, however, for those who choose to follow this road: the cliff scenery is very fine, and some of the little fishing villages decidedly quaint.

**ROUTE 239. BANFF TO HUNTLY.**

(See also Route 234.)

A very good road on the whole and strikingly picturesque towards the head of Glen Barry.

| <i>Miles from Huntly.</i> | <i>Places on the Road.</i>  | <i>Mileage.</i>       |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------|-----------------------------|-----------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                             | <i>Inter-mediate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 21 $\frac{1}{4}$          | BANFF<br>(Town Hall.) ..... | ...                   | ...             | From High St. proceed by S. Castle St., bear to <i>L.</i> , then to <i>r.</i> , and leave by the coast road westwards, rly. running at first on <i>r.</i> , then on <i>L.</i>                                                                                                                                                                                                                                                                 |
| 18 $\frac{3}{4}$          | Lady's Bridge Station..     | 2 $\frac{1}{2}$       |                 | Descent out of the town, then level by Lady's Br. Sta. (on <i>L.</i> ) and for a m. beyond, then gently ascending. At fork near Ordens keep to <i>L.</i> , passing rly. Short stretch of level, then again ascending for 1 $\frac{1}{2}$ m., and falling towards Cornhill; keep to <i>r.</i> at fork, road then ascending easily into the village. Very good surface, except for a little distance out of Banff, where it is apt to be lumpy. |
| 16 $\frac{1}{2}$          | Ordens Fork-roads.          | 2 $\frac{1}{4}$       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 13                        | Cornhill .....              | 3 $\frac{1}{2}$       | 8 $\frac{1}{4}$ | Easy ascent for $\frac{1}{2}$ m., then falling by Bogtown to branch-roads, where keep straight on (sharp <i>r.</i> ,                                                                                                                                                                                                                                                                                                                          |

## Route 239.

**BANFF TO HUNTLY**—*continued.*

| <i>Miles from<br/>Huntly.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------|--------------------------------|----------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 10                            | Glen Barry Station.....        | 3                                | 11½           | to Portsoy, see note). The road now rises on a steady incline up Glen Barry to the fork roads near the sta. (which is on <i>r.</i> ). Here keep to <i>l.</i> ( <i>r.</i> , Route 241). Good surface.<br>Fine downhill run for 1½ m. to the level; then gently ascending to another level stretch, and passing through plantations to Rothiemay cross-roads. Still level for over ½ m., then quick descent to the R. Isla, followed by a long ascent by Rothiemay Sta. (on <i>r.</i> ), with R. Deveron on <i>l.</i> , past Haddock, to the woods beyond. Decline by Robieston to the level, and at branch-roads turn sharply to <i>l.</i> and cross R. Deveron ( <i>r.</i> , Route 225), with gentle rise towards Huntly. Fair surface; lumpy in parts.<br>(Routes 225, 232, 233, 234, and 240, are joined here.) |
| 6¾                            | Rothiemay Cross-roads .....    | 3¼                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4½                            | Rothiemay Station.....         | 2¼                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2                             | Robieston .....                | 2½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                               | <b>HUNTLY</b> .....            | 2                                | 21½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                               | (Square.)                      |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**BANFF TO HUNTLY. Reverse.**—Follow portion of Route 225 (p. 235) to br. over Deveron a m. out; here bear to *r.* Beyond Rothiemay Sta. cross R. Isla, and at fork, just beyond, keep *l.*; pass cross-roads near Rothiemay, and at fork 1¾ m. further keep to *r.* (*l.* to Knock Sta.). At fork, at lower end of Glen Barry, keep to *r.*; thence unmistakable to Banff, avoiding all cross and local roads to either side. Bear to *r.* and enter by South Castle St. into High St.

**EDITOR'S NOTE.**—The road to *r.* before entering Glen Barry, mentioned in the detailed description (*l.* at fork at lower end of glen in reverse), is the direct Huntly—Portsoy Rd., not given as a separate route. With few exceptions it is a continuous descent all the way to the coast, from the fork mentioned, but the surface is not so good as by the longer road, following reverse of Route 239 (above) to fork near Ordens, and here turning to *l.*, continuing to Portsoy by Route 242. The distance by the direct road is nearly 18 m.

**ROUTE 240. HUNTLY TO TURRIFF.**

Excellent surface to Aberchirder, then not quite so good, and very hilly to Turriff. Another road connects Huntly with Turriff: see note below.

| <i>Miles from<br/>Turriff.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                        |
|--------------------------------|--------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                |
| 19½                            | <b>HUNTLY</b> .....            | ...                              | ...           | Proceed as in Route 234 to Aberchirder.<br>At a little more than ½ m. beyond the village, turn sharply to <i>r.</i> ( <i>l.</i> , Route 234). Road falls to the Knightland Burn, then ascends somewhat stiffly |
|                                | (Square.)                      |                                  |               |                                                                                                                                                                                                                |
| 7¾                             | Aberchirder .....              | 11¾                              | 11¾           |                                                                                                                                                                                                                |

## Route 240.

**HUNTLY TO TURRIFF**—*continued.*

| <i>Miles from<br/>Turriff.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------|--------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3½                             | Scotston .....                 | 4½                               |               | for ½ m. to a stretch of fairly level running ; then descends rapidly for 1¾ m. to a small br., from whence it again ascends to the branch-roads. Here turn to <i>r.</i> ( <i>L.</i> , by-road to Banff), with downhill run to Scotston. For a m. the road is undulating, still with downward tendency, and for the next m. descends steeply towards Eastside Br. ; keep to <i>L.</i> beyond Forglen Ch. (on <i>L.</i> ), rly. passed beyond Eastside Br. and road ascends into Turriff. Very fair surface. (Route 226 joined here). |
| ¾                              | Eastside Bridge .....          | 2¾                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                | <b>TURRIFF</b> .....           | ¾                                | 19½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**HUNTLY TO TURRIFF. Reverse.**—Leave Turriff by Main St., pass rly., and cross Eastside Bridge. At fork beyond Scotston keep *L.*, and on meeting Route 234 before Aberchirder turn sharply to *L.* Thence into Huntly proceed as in reverse of Route 234.

**EDITOR'S NOTE.**—Another connecting road with Turriff leaves Route 234 to *r.* at Bogniebrae and goes by way of Glendronach Distillery, where turn to *L.* and ascend a very steep hill. Road descends by Westfield to Fortrie, and again ascends for about a m., falling from thence in a winding manner to a br., from which it re-ascends to a long stretch of fairly level running, then descending towards Turriff. When at the sta. turn sharply round to *L.* (care required) and enter the town as described on p. 239. This is a much hillier road than Route 240 (above).

**ROUTE 241.****BANFF TO KEITH.**

The gradients are all easy, comparatively speaking, and the surface is good as a whole, with a few local roughnesses. Attractive scenery about Glen Barry, at the head of which Knock Hill is prominent on *r.*

| <i>Miles from<br/>Keith.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                        |
|------------------------------|--------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                |
| 20½                          | <b>BANFF</b> .....             | ...                              | ...           | Route 239 to Glen Barry Sta.<br>At fork near the sta., bear <i>r.</i> , on an ascending road for a m., then falling for another m. to a small br., beyond which there is a re-ascent for ½ m., and a long downhill run by Limehillock, to the level before Grange Ch. Fairly good surface ; roughish in parts. |
| 9                            | Glen Barry Station.....        | 11½                              | 11½           |                                                                                                                                                                                                                                                                                                                |
| 6                            | Limehillock .....              | 3                                |               | Fairly level to branch-roads, where turn <i>L.</i> and cross R. Isla. From the br. the road ascends for a m., passing rly., and falls into Keith. Good surface on the whole.                                                                                                                                   |
| 3½                           | Grange Church .....            | 2½                               | 16¾           |                                                                                                                                                                                                                                                                                                                |
| 2¼                           | Auchinkhove .....              | 1¼                               |               |                                                                                                                                                                                                                                                                                                                |
| 1½                           | Cross R. Isla.....             | ¾                                |               |                                                                                                                                                                                                                                                                                                                |
|                              | <b>KEITH</b> .....             | 1½                               | 20¼           |                                                                                                                                                                                                                                                                                                                |
|                              | (N. end of town.)              |                                  |               |                                                                                                                                                                                                                                                                                                                |

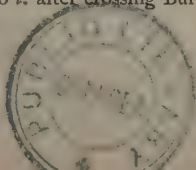
**BANFF TO KEITH.** *Reverse.*—Leave due N., road ascending at first, then falling to br. over R. Isla, after crossing which, bear to r., and keep again to r. at branch-roads. At  $1\frac{3}{4}$  m. beyond Grange Ch. keep to l. Reverse of Route 139 from Glen Barry Sta.

## ROUTE 242. BANFF TO INVERNESS.

A splendid road, having capital surface throughout and, on the whole, easy gradients. Seafield Brae (i in 19) at Cullen is the steepest hill met with, and the descent to Fochabers is also fairly steep. The scenery, especially near Fochabers, is very striking.

| Miles from Inverness. | Places on the Road.     | Mileage.         |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------|-------------------------|------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                         | Inter-mediate.   | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 72 $\frac{1}{2}$      | BANFF .....             | ...              | ...              | Route 239 to Ordens.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 67 $\frac{3}{4}$      | Ordens Fork-roads..     | 4 $\frac{3}{4}$  | 4 $\frac{3}{4}$  | At fork bear r., over a gently undulating road, crossing the Burn of Boyne, and being easy beyond with a decline, having rly. on l., towards Portsoy and a slight rise into that village. Bear l. into Seafield St. Good surface.                                                                                                                                                                                                                                                                                |
| 67                    | Cross Burn of Boyne ... | $\frac{3}{4}$    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 64 $\frac{3}{4}$      | Portsoy .....           | 2 $\frac{1}{2}$  | 7 $\frac{3}{4}$  | At end of Seafield St. bear slightly to l., passing St. John's Episcopal Ch. on r. and the Free Ch. just beyond. Undulating road to Glasshaugh, then rising steadily to road junction before Cullen, after which there is a short stiffish climb and a quick descent by Seafield Brae into that village. Fine surface.                                                                                                                                                                                           |
| 62 $\frac{1}{2}$      | Glasshaugh .....        | 2 $\frac{1}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                       | ↑                       |                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                       | ↓                       |                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 59                    | Cullen (Hotel.) .....   | 3 $\frac{1}{2}$  | 13 $\frac{1}{2}$ | Passing hotel on r. keep forward and pass under rly. br., then turn to l.; care required. Go along Red Row at foot of Castle Hill, pass under rly. viaduct and cross the Cullen Burn. Road ascends for $1\frac{1}{2}$ m., passes through wooded land, descends gradually towards Connage, and is fairly level by Ruthven Sta. and over the cross-roads to Tynet, beyond which, after crossing a br., it ascends for over $\frac{1}{4}$ m., is undulating for 2 m., and descends into Fochabers. Capital surface. |
| 54 $\frac{3}{4}$      | Connage .....           | 4 $\frac{1}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 53 $\frac{3}{4}$      | Ruthven Station .....   | 1                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 51 $\frac{3}{4}$      | Slackhead .....         | 2                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 51                    | Cross-roads .....       | $\frac{3}{4}$    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 50                    | Tynet .....             | 1                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 46 $\frac{3}{4}$      | Fochabers .....         | 3 $\frac{1}{4}$  | 25 $\frac{3}{4}$ | Route 225 to Inverness.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                       | Inverness .....         | 46 $\frac{3}{4}$ | 72 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**BANFF TO INVERNESS.** *Reverse.*—Route 225 (reverse) to Fochabers. Keep forward out of the village, ascending into wooded land. Enter Cullen by Red Row, turn sharp r. under rly. br. and ascend Seafield St. and Seafield Brae beyond. Keep to l. at branch-roads, and keep again to l. after crossing Burn of Boyne. Reverse of Route 239 into Banff.



## ROUTE 243.

## KEITH TO CULLEN.

Rather a dreary road, with variable surface, but affording good riding on the whole. There is a fine downhill run for near 6 m. towards Cullen; a much more difficult road to ride in the reverse direction.

| Miles from Cullen. | Places on the Road.                               | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                      |
|--------------------|---------------------------------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                                   | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                       |
| 13                 | KEITH .....<br>(N. end of town.)                  | ...             | ...              | Leave due N., road ascending at first, then going downhill, passing rly., crossing R. Isla, and bearing round to r. At Auchinhove bear l. on a steady rise for $\frac{3}{4}$ m., then easy running to Grange cross-roads. Good surface.                                                                                                               |
| 10 $\frac{3}{4}$   | Auchinhove .....<br>↑<br>Grange Cross-roads ..... | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                       |
| 8 $\frac{3}{4}$    | Goukstone .....                                   | 2               | 4 $\frac{1}{4}$  | The surface becomes rather poorer, and the road ascends for 1 $\frac{3}{4}$ m., and falls gradually for over 1 $\frac{1}{2}$ m., then rather more quickly for the next m., with short rise to Deskford. Then undulating, but with a well-marked downward trend, to Lintmill, where the Burn of Deskford is crossed. Surface fair, improving latterly. |
| 7 $\frac{1}{4}$    | Summit .....                                      | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                       |
| 6 $\frac{3}{4}$    | Deskford .....                                    | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                       |
| 4                  | Deskford .....                                    | 2 $\frac{3}{4}$ |                  | Stiff rise for over $\frac{1}{2}$ m. from the br. to junction with Route 242, and a rapid descent down Seafield Brae into Cullen; care required. Good surface.                                                                                                                                                                                        |
| 3 $\frac{1}{4}$    | Ardoch .....                                      | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                       |
| 1 $\frac{1}{4}$    | Lintmill .....<br>↑                               | 2               | 11 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                       |
|                    | CULLEN .....<br>(Hotel.)                          | 1 $\frac{1}{4}$ | 13               |                                                                                                                                                                                                                                                                                                                                                       |

**KEITH TO CULLEN. Reverse.**—Ascend Seafield Brae and keep r. at fork. An unmistakable road to junction with Route 241 at Auchinhove, thence follow that route to Keith.

## ROUTE 244.

## KEITH TO DUFFTOWN.

(Direct Road.)

A hilly road with variable surface—good in some parts, indifferent and roughish in others. Some very attractive scenery is passed through near Drummuir and at head of Glen Fiddich. See also Route 245.

| Miles from Dufftown. | Places on the Road.              | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                |
|----------------------|----------------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                  | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                 |
| 10 $\frac{3}{4}$     | KEITH .....<br>(W. end of town.) | ...            | ...    | Descend, passing rly., to Fife-Keith, and turn sharp l. in the Square. The road is fairly undulating to Auchindachy, where it begins to ascend slightly, and is easily undulating to Woodend, and re-ascends to Drummuir, where keep to l. Fairly good surface. |
| 7 $\frac{3}{4}$      | Auchindachy .....                | 3              |        |                                                                                                                                                                                                                                                                 |
| 5 $\frac{3}{4}$      | Woodside .....                   | 2              |        |                                                                                                                                                                                                                                                                 |



## Route 244.

## KEITH TO DUFFTOWN—continued.

| Miles from Dufftown. | Places on the Road.                           | Mileage.       |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------|-----------------------------------------------|----------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                               | Inter-mediate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5                    | Drummuir .....                                | $\frac{3}{4}$  | $5\frac{3}{4}$  | Downhill for $\frac{1}{2}$ m., then an ascent of the long hill in front, keeping to <i>r.</i> at fork. From the hill-top there is a decline beside rly. line, which follows the road from Keith, with a sharp turn to <i>l.</i> This is followed by a slight rise, passing under rly., and having a stiffish ascent, on which keep to <i>r.</i> , with very lumpy surface into Dufftown. Enter by Fife St. To <i>r.</i> at Clock Tower for Routes 245 and 246. Variable surface. |
| 3                    | Summit .....                                  | 2              |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                      | DUFFTOWN ( <i>a</i> )<br>(Clock Tower.) ..... | 3              | $10\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**KEITH TO DUFFTOWN.** *Reverse.*—Leave by Fife St., bear round to *l.*, cross R. Fiddich to *r.*, pass under rly., and follow rly. to *r.* Before Drummuir keep to *r.*, thence an unmistakable road by rly. line to near Fife-Keith. In that village turn *r.* to Keith.

**EDITOR'S NOTE.**—The road up Glen Rinnes beyond Dufftown and over the Watershed into Glenlivet, is very hilly for 3 m., followed by a long gradual ascent on rough surface to summit,  $7\frac{1}{2}$  m. from Dufftown. Thence it is chiefly downhill with roughish surface to Achbreck in Glenlivet. Distances from Dufftown: Craighead Inn,  $8\frac{1}{2}$  m.; Achbreck,  $10\frac{1}{4}$  m. A road connects Achbreck with Tomintoul (on Route 223). There is a great amount of uphill work to be done, but the road, running as it does over the high moorlands, has fair surface as a whole but is loose and rough here and there. Tomintoul is  $8\frac{1}{4}$  m. from Achbreck. The scenery on the road from Dufftown to Achbreck is very fine in Glen Rinnes.

**KEITH TO PORT GORDON AND BUCKIE.**—Follow portion of Route 225 for  $2\frac{1}{4}$  m., then bear *r.*, passing Forgie Sta. on *l.*  $\frac{1}{4}$  m. beyond. An undulating road, with good hard surface to fork, where keep to *r.* and pass over rly.; road ascending. The undulations continue more or less all the way, with short intermediate level stretches. At 7 m. from Keith, where road forks, keep again to *r.* Cross Route 242, and keep forward towards Port Gordon, having short rough descent for 200 yds. near rly. br. before that village, into which bear *r.* Keep forward along coast to Buckie. Port Gordon,  $10\frac{1}{4}$  m.; Buckie, 12 m.

## ROUTE 245. KEITH TO CRAIGELLACHIE AND DUFFTOWN.

An easy road for 6 m., then hilly. Surface good at first, then fair after Mulben cross-roads and rather variable on the hills up to Dufftown. The scenery in parts is very fine. This forms an alternative route to the preceding one (244).

| Miles from Dufftown. | Places on the Road.              | Mileage.       |        | General description of the Road.                                                                                                                                            |
|----------------------|----------------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                  | Inter-mediate. | Total. |                                                                                                                                                                             |
| $16\frac{1}{4}$      | KEITH<br>(N. end of town.) ..... | ...            | ...    | Proceed, passing rly. and crossing river, to Fife-Keith, where keep <i>l.</i> at fork beyond, having rly. on <i>r.</i> Fine, almost level running for $4\frac{1}{2}$ m. out |

## Route 245.

KEITH TO GRAIGELLACHIE AND DUFFTOWN—*cont.*

| Miles from<br>Dufftown. | Places on the<br>Road.   | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------|--------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                          | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| II $\frac{1}{4}$        | Blackhillock .....       | 5                       |                  | of Fife-Keith to cross-roads, where turn <i>L.</i> ( <i>r.</i> , to Mulben Sta. ; forward, a very rough road to Route 250). Very good surface.                                                                                                                                                                                                                                                                                                                                 |
| IO $\frac{3}{4}$        | Mulben Cross-roads ..... | $\frac{1}{2}$           | 5 $\frac{1}{2}$  | Easy for some way beyond the turn, then a stiffish rise into woods passing Boharn Ch. on <i>r.</i> , on the hillside. At top of first ascent the road becomes fairly level for about $\frac{1}{2}$ m. and again rises. In $\frac{3}{4}$ m. the top of the hill is reached, beyond which there is a quick descent to fork-roads, where keep to <i>r.</i> Stiffish ascent from a br., then easier and a long steep hill down towards Craigellachie; care required. Fair surface. |
| IO                      | Boharn Church .....      | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 $\frac{1}{2}$         | Fork-roads .....         | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 $\frac{1}{2}$         | Craigellachie .....      | 2 $\frac{1}{2}$         | 12               | Bear round to <i>L.</i> , passing rly. at sta., and turn sharp <i>L.</i> opposite hotel. Steady ascent on hillside above Glen Fiddich for 2 m., and a quick descent by Midtown to Balvenie. Into Dufftown the road is again uphill. Fairly good surface until near Dufftown, where it becomes somewhat lumpy.                                                                                                                                                                  |
| 2                       | Midtown .....            | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| I                       | Balvenie .....           | I                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         | DUFFTOWN .....           | I                       | 16 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         | (Clock Tower.)           |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**KEITH TO CRAIGELLACHIE AND DUFFTOWN.** *Reverse.*—Proceed downhill, due N., out of Dufftown, passing sta. on *r.* Keep to *r.* at fork 3  $\frac{1}{2}$  m. down the valley, and turn sharp *r.* at the hotel at Craigellachie and bear round to *r.* passing sta., and ascend steep hill beyond. At Mulben cross-roads turn to *r.* and follow rly. towards Keith. Bear *r.* near road junction, leaving the rly. line, and pass through Fife-Keith to Keith.

**EDITOR'S NOTE.**—Dufftown to Huntly by Market Inn and Milltown. This is a very hilly road to summit, which is reached at over 1100 ft., and is downhill nearly all the way to Huntly. Surface bad and very rough for some distance on either side of summit ; for the rest fair, and good towards Huntly. Distances from Dufftown : summit, 4  $\frac{3}{4}$  ; Market Inn, 2  $\frac{1}{4}$ —7 ; Milltown, 3  $\frac{1}{4}$ —10  $\frac{1}{4}$  ; Huntly, —15  $\frac{1}{4}$ . This road forms the only direct access between Huntly and Dufftown.

## ROUTE 246. DUFFTOWN TO FORRES.

(Via Dallas.)

A very hilly Highland road rising to a high altitude on the open moors, between the Spey and Findhorn valleys. The scenery at parts is very striking, and some fine woods are passed through beyond Bridge of Lossie. Surface good at either end of the route and bad midway.

| Miles from<br>Forres. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                        |
|-----------------------|------------------------|-------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                         |
| 27 $\frac{3}{4}$      | DUFFTOWN .....         | ...                     | ...             | Route 245 (reverse) to Craigellachie, where turn <i>r.</i> opposite hotel, then bear <i>L.</i> , cross R. Spey, and turn again to <i>L.</i> beyond. Road ascends a very |
| 23 $\frac{1}{2}$      | Craigellachie .....    | 4 $\frac{1}{2}$         | 4 $\frac{1}{2}$ |                                                                                                                                                                         |
|                       | (Hotel.) .....         |                         |                 |                                                                                                                                                                         |

## Route 246.

## DUFFTOWN TO FORRES—continued.

| Miles from Forres. | Places on the Road.       | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------|---------------------------|-----------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                           | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 23                 | Road junction .....       | $\frac{1}{2}$   |                  | steep hill for $\frac{1}{2}$ m. and again rises, stiffly, to Overtown. Beyond this avoid branch-roads, road re-ascending steadily for $1\frac{1}{2}$ m., then undulating, with upward trend, to Archiestown. Good surface.                                                                                                                                                                                                                                                                                                                                                            |
| 22                 | Overtown .....            | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 20 $\frac{1}{4}$   | Ladycroft .....           | $1\frac{3}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 19                 | Archiestown .....         | $1\frac{1}{4}$  | 8 $\frac{3}{4}$  | Descent from the village to a br., then an easy upward gradient. Where road divides keep to <i>L.</i> by side of a plantation, down a gentle decline, then fairly level to near Cardow, and down a sharp, roughish descent to small br., beyond which stands Knockando Ch. Cross the Knockando Burn and go forward to fork-roads, where bear <i>r.</i> ( <i>L.</i> to Advie—a very poor road most of the way). Surface fair on the whole.                                                                                                                                             |
| 17 $\frac{1}{2}$   | Branch-roads .....        | $1\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 16 $\frac{1}{4}$   | Cardow .....              | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 16                 | Knockando Church ...      | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 15 $\frac{1}{2}$   | Fork-roads .....          | $\frac{1}{2}$   | 12 $\frac{1}{4}$ | Road becomes very undulating and the surface degenerates. At 9 $\frac{1}{2}$ m. a very stiff and rough uphill gradient begins, and $\frac{1}{4}$ m. further the edge of the moor is reached, on <i>r.</i> -hand. In the middle of ascent Oaks Farmhouse stands on <i>L.</i> The ascent now becomes steeper and should be walked up, road rising to over 1000 ft.                                                                                                                                                                                                                      |
| 15                 | Priestfield .....         | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 14 $\frac{1}{2}$   | Strondow .....            | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                    | ↑ Oaks .....              |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 13 $\frac{1}{4}$   | ↑ Summit .....            | $\frac{1}{2}$   | 15               | At the top the road is easy for $\frac{1}{4}$ m., after which the descent begins; rough, loose surface. At Yellowbog there is a dip over a burn with moderate rise on other side, then rather stiffer. Beyond this the road again descends a somewhat dangerous hill, very steep for 150 yds., with a turn to <i>r.</i> at foot over another burn, and an ascent beyond. Surface begins to improve, and road descends rather quickly, through plantations to Bridge of Lossie, beyond which bear <i>r.</i> to Dallas. Surface fair latterly.                                          |
| 12 $\frac{3}{4}$   | Summit .....              | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10 $\frac{3}{4}$   | Yellowbog .....           | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                    | ↓                         |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10 $\frac{1}{4}$   | Cross Corrbatnich Burn... | $\frac{1}{2}$   |                  | Pass straight through village; level to road junction, where turn <i>L.</i> , ascending to Edenveal Farm. Keep to <i>L.</i> at fork, with quick descent beyond for $1\frac{1}{2}$ m., and easy running to Cantsford. The next m. is undulating, and road re-descends to Rafford Ch., before which there is a bend to <i>r.</i> , then <i>L.</i> Keep forward beyond the ch. and bear <i>L.</i> at fork-roads, having an easy run into Forres. Enter by St. Leonard's Rd., and turn <i>L.</i> before Tolbooth St., then <i>r.</i> up Cumming St. to High St. Good surface from Dallas. |
|                    | ↓                         |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8 $\frac{1}{2}$    | Bridge of Lossie .....    | $1\frac{3}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8                  | Dallas .....              | $\frac{1}{2}$   | 19 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 7 $\frac{1}{2}$    | Road junction .....       | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6 $\frac{1}{4}$    | Edenveal Farm .....       | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                    | ↓                         |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4 $\frac{1}{4}$    | Cantsford .....           | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2 $\frac{1}{2}$    | Rafford Church .....      | $1\frac{1}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                    | FORRES .....              | 2 $\frac{1}{2}$ | 27 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                    | (Court House.)            |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**DUFFTOWN TO FORRES (VIA DALLAS).** *Reverse.*—Leave High St. by Cumming St., and at foot turn *L.*, then take second turn on *r.*, up St. Leonard's Rd. At  $1\frac{1}{2}$  m. out bear *r.* at fork; keep to *L.*  $\frac{1}{2}$  m. beyond Cantsford, and to *r.* at next fork. At road

junction before Dallas bear to *r.*, and at end of that village keep to *l.* to Bridge of Lossie. Thence unmistakable over the moor to branch-roads, beyond Priestfield, where bear *l.* An easily followed road to near (*a*) Craigellachie, bearing to *r.* over R. Spey, and passing rly. before the village, in which bear *r.*, then *l.* opposite hotel. Route 245 to Dufftown.

- (*a*) Before Craigellachie, which can be seen down on *r.*, the road is on the cliff that rises perpendicularly from the Spey. The descent here to the river level is steep, and when near the foot, beware of a difficult turn round to *r.* If the rider feels he cannot take this turn with safety, he should go straight on and make the turn back some distance further.

## ROUTE 247. DALLAS TO ELGIN.

An undulating road for 5 m., then descending towards Elgin, this latter part affording easy running. The gradients, as a whole, are in the rider's favour all the way. The surface is very fair, and improves towards Elgin.

| Miles from<br>Elgin. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------|------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 10 $\frac{3}{4}$     | DALLAS .....           | ...                     | ...              | Leave village due N. as in preceding route, and bear <i>r.</i> at road junction up a sharp ascent, then an undulating road by Craigend and with downward tendency towards Kellas, passing alongside some fine plantations. Road is easy, with slight upward trend to Blackhillock, and then fairly level for $\frac{3}{4}$ m., when it descends a long fairly steep hill on a gradient of 1 in 18 or so at one part. The descent is less steep towards Cloddach, but the downward slope is continued to the road junction near Pittendreich. Keep forward over a fairly level road to Elgin. Fairly good surface on the whole. |
| 9 $\frac{1}{2}$      | ↑ Craigend .....       | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 $\frac{1}{4}$      | Kellas .....           | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 $\frac{1}{4}$      | Blackhillock .....     | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                      | ↓                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3 $\frac{1}{2}$      | Cloddach .....         | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1 $\frac{1}{2}$      | Pittendreich .....     | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                      | ELGIN .....            | 1 $\frac{3}{4}$         | 10 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                      | (Cross.)               |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                      |                        |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**DALLAS TO ELGIN.** *Reverse.*—Proceed W. along High St., and at Hospital keep to *l.* at fork, and at Pittendreich keep again to *l.* At road junction beyond Craigend turn *l.* to Dallas.

## ROUTE 248. GRANTOWN TO ELGIN AND LOSSIEMOUTH.

An easy road to Advie, with fairly good surface, then hilly, with poorer surface for some way, but improving beyond Dalnashaugh. Very hilly, mostly downward, to Aberlour, and a capital road with comparatively easy grades to Elgin, and practically level to Lossiemouth. Beautiful scenery on Speyside, at Dalnashaugh, and Craigellachie.

| Miles from<br>Lossiemouth. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                   |
|----------------------------|------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------|
|                            |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                    |
| 42 $\frac{1}{2}$           | GRANTOWN .....         | ...                     | ...    | Go down High St. and take first turn to <i>l.</i> , and keep straight on down gradual descent for $\frac{1}{2}$ m. |
|                            | (Square.)              |                         |        |                                                                                                                    |

GRANTOWN TO ELGIN AND LOSSIEMOUTH—*cont.*

| Miles from Lossiemouth. | Places on the Road.        | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------|----------------------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                            | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 41 $\frac{1}{4}$        | Spey Bridge.....           | 1 $\frac{1}{4}$ |                  | to R. Spey, then go <i>L.</i> down its left bank; roughish surface. Cross Spey Br. and keep <i>L.</i> , ascending for $\frac{1}{4}$ m., then keep again <i>L.</i> on an undulating road to Cromdale; fair surface, roughish in parts.                                                                                                                                                                                                                                                                                                                                                                                          |
| 40 $\frac{1}{4}$        | Congash.....               | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 38 $\frac{1}{4}$        | Cromdale (Inn.).....       | 2               | 4 $\frac{1}{4}$  | Undulating road with slight upward trend for 2 $\frac{1}{2}$ m.; lumpy surface. Beyond this the road becomes more level and surface improves. A m. beyond Dalvey there is a gradual, steady rise; keep to <i>r.</i> at fork ( <i>L.</i> to Advie Sta.) and pass Advie Ch. on <i>L.</i> Level before Mains of Advie, then re-ascending for 1 $\frac{1}{2}$ m., undulating at top of hill, with long winding descent towards the Avon Br., where cross river and bear <i>r.</i> , passing entrance to Ballindalloch Castle on <i>L.</i> , fairly steep ascent to Dalnashaugh Inn. Surface poor on the whole, and rough in parts. |
| 35                      | Dalvey.....                | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 33                      | Advie Church.....          | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 32 $\frac{1}{4}$        | Mains of Advie.....        | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 29                      | Bridge of Avon.....        | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         | ↑                          |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 28 $\frac{1}{2}$        | Dalnashaugh Inn.....       | $\frac{1}{2}$   | 14               | Here bear round to <i>L.</i> on a gently undulating road for over 2 m., and a steady ascent beyond of $\frac{3}{4}$ m., followed by a long descent, with an intermediate level portion, towards Bridge of Derrybeg, just before which the road has an upward tendency. Long steep descent to Aberlour, which requires careful riding. Fairly good surface, roughish in parts.                                                                                                                                                                                                                                                  |
| 27 $\frac{1}{2}$        | Slack Croft.....           | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 26 $\frac{1}{2}$        | Marypark.....              | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 22 $\frac{1}{2}$        | Bridge of Derrybeg.....    | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         | ↓                          |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 21 $\frac{1}{2}$        | Balnaclut.....             | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 20 $\frac{3}{4}$        | Aberlour.....              | $\frac{3}{4}$   | 21 $\frac{1}{4}$ | Undulating for a m., with short, steady rise and easy descent before Craigellachie, where bear to <i>L.</i> beyond hotel, pass rly., cross R. Spey, and bear <i>r.</i> at road-junction. Capital gently-undulating road to beyond Dandaleith Sta., and almost level, beside rly., to Rothes. Very good surface from Aberlour.                                                                                                                                                                                                                                                                                                  |
| 18 $\frac{3}{4}$        | Craigellachie (Hotel)..... | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 18 $\frac{1}{4}$        | Road junction.....         | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 17 $\frac{3}{4}$        | Dandaleith Station.....    | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 15 $\frac{3}{4}$        | Rothes (Square).....       | 2               | 26 $\frac{3}{4}$ | Pass through village and keep to <i>L.</i> at fork ( <i>r.</i> , Route 250). Stiffish ascent for a m., with a level stretch midway up, then an easier upward gradient in Glen Rothes, rly. running beside road on <i>r.</i> right through the glen. Quick descent from Fy Watt for a m., then more gradual to branch-road to Longmorn Sta., but with a continued downward slope to Birkenhill, with rise and fall before Elgin. Good surface.                                                                                                                                                                                  |
| 10 $\frac{1}{2}$        | Fy Watt.....               | 5 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9                       | Longmorn Station.....      | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 8 $\frac{1}{2}$         | Cu'backhillock.....        | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 $\frac{1}{2}$         | Birkenhill.....            | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 $\frac{1}{2}$         | New Elgin.....             | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 $\frac{3}{4}$         | Elgin (Cross).....         | $\frac{3}{4}$   | 36 $\frac{3}{4}$ | On entering High St. bear <i>L.</i> and pass Parish Ch., which is in centre of street. Just beyond turn <i>r.</i> down North St. and continue downhill to <i>r.</i> to foot of Losse Wynd, where turn <i>L.</i> and cross R. Lossie. Road rises for $\frac{1}{4}$ m.; at branch-roads take middle of three roads ahead, with a straight level run towards Lossiemouth. At                                                                                                                                                                                                                                                      |
| 5 $\frac{1}{4}$         | Bishopmill.....            | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



## Route 248.

GRANTOWN TO ELGIN AND LOSSIEMOUTH—*cont.*

| <i>Miles from<br/>Lossiemouth.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                             |
|------------------------------------|--------------------------------|----------------------------------|------------------|-----------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                     |
|                                    | LOSSIEMOUTH .....              | 5 $\frac{1}{4}$                  | 42 $\frac{1}{2}$ | cross-roads beyond 5th m.s. turn <i>r.</i> to lower part of the town and rly. sta. Capital surface. |
|                                    | (Railway Station.)             |                                  |                  |                                                                                                     |

GRANTOWN TO LOSSIEMOUTH. *Reverse.*—From rly. sta. proceed westward, and at cross-roads turn to *l.* After crossing R. Lossie before Elgin turn *r.* along North St., in which bear *l.* On reaching High St. turn *l.* passing Parish Ch., and then turn *r.* by Commerce St. and keep forward. In Glen Rothes avoid a road to *r.*, and keep forward through Rothes village. At road junction beyond Dandaleith bear to *l.*, cross R. Spey and turn *r.* in Craigellachie. An easily-followed road to Dalnashaugh Inn, where turn sharp *r.*, downhill. Keep to *l.* at fork beyond the Avon Br., thence unmistakable up Speyside towards Grantown. Cross Spey Br., and bear *r.*, in  $\frac{1}{2}$  m., into Grantown.

## ROUTE 249.

## TOMINTOUL TO DALNASHAUGH INN.

(Via Avon Valley.)

A very picturesque road down the valley of the Avon, or A'an, with the hills of Cromdale on *l.* from Tomintoul, and the great Ben Rinnes over to *r.* beyond the foot of Glen Livet. Surface roughish at first, then fair, and again rather rough and lumpy towards Dalnashaugh.

| <i>Miles from<br/>Dalnashaugh<br/>Inn.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------|--------------------------------|----------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 14 $\frac{3}{4}$                           | TOMINTOUL .....                | ...                              | ...              | Leave in a N.W. direction, passing through village, and follow a rough road descending to <i>l.</i> towards the riverside. Keep straight forward, having river on <i>l.</i> , then bear up to <i>r.</i> , leaving river and crossing the Conglass Water. Ascend from the br., thence an undulating road by Kirkmichael, and down the Avon side to br. over the Livet Water. Beyond this the road remains undulating, but has a downward tendency. At little over $\frac{1}{2}$ m. beyond Dalchirach there is an awkward little descent and a sharp turn across a br. over a burn. At fork-roads keep to <i>l.</i> ( <i>r.</i> , Route 248) to Dalnashaugh Inn. Very fair surface, by the Avon side, on the whole; much cut up and rough after the Livet Br. owing to traffic in connection with the distillery. |
|                                            | (Square.)                      |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 11                                         | Cross Conglass Water....       | 3 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9 $\frac{1}{2}$                            | Kirkmichael.....               | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 7 $\frac{1}{2}$                            | Balleorach .....               | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6 $\frac{1}{2}$                            | Dell .....                     | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4 $\frac{1}{4}$                            | Cross Livet Water .....        | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2 $\frac{3}{4}$                            | Craggan.....                   | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1 $\frac{1}{4}$                            | Dalchirach .....               | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                            |                                |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                            | DALNASHAUGH INN ...            | 1 $\frac{1}{4}$                  | 14 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**TOMINTOUL TO DALNASHAUGH INN.** *Reverse.*—Ascend for 200 yds. from the inn and bear *r.*, and keep forward up the Avon valley—an unmistakable road to Tomintoul.

## ROUTE 250.

### CRAIGELLACHIE TO GARMOUTH.

A good, very easy road throughout. Some fine scenery during the first portion of the route, and well-wooded land before Garmouth—a village lying near the mouth of the Spey.

| <i>Miles from Garmouth.</i> | <i>Places on the Road.</i>    | <i>Mileage.</i>       |              | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------|-------------------------------|-----------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                               | <i>Inter-mediate.</i> | <i>Total</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 14½                         | CRAIGELLACHIE .....           | ...                   | ...          | Follow Route 248 to Rothes, and bear <i>r.</i> at fork-roads, at N. of the village, passing rly. and crossing br. beyond. Slight rise, then descent, having thick woods on <i>l.</i> and <i>rly.</i> on <i>r.</i> Road rises for nearly ½ m., then is fairly level to road junction at Millhill, where keep forward ( <i>r.</i> to Keith—a rough road beyond the Spey Br.). Easy decline to Orton Sta., where an access road leaves on <i>l.</i> Undulating road, keeping <i>r.</i> at fork, then descending to a long, fine stretch of almost level running by Crofts of Dipple to Mosstodloch, where Route 225 is crossed. Good surface. |
| 11½                         | Rothes .....<br>(Square.)     | 3                     |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8¾                          | Millhill .....                | 2¾                    |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7¾                          | Orton Station .....           | 1                     |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 6½                          | Fork-roads .....              | 1¼                    |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3¾                          | Crofts of Dipple .....        | 2¾                    |              | Keep straight forward and keep <i>r.</i> , where road forks, on a straight, fairly level road, through some fine woods, to Garmouth. Capital surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3                           | Mosstodloch Cross-roads ..... | ¾                     | 11½          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                             | GARMOUTH .....                | 3                     | 14½          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**CRAIGELLACHIE TO GARMOUTH.** *Reverse.*—Leave the village in a westerly direction and bear *l.* at first fork-roads. Beyond Crofts of Dipple keep forward, avoiding a road to *r.* Thence easily followed, avoiding a road to *l.* at Millhill, to Rothes. Reverse of Route 248 to Craigellachie.

**GARMOUTH TO LHANBRYDE.**—A very good, nearly level road. Leave Garmouth westwards and keep on to *r.* at fork, passing rly. line and skirting some fine woods before Lhanbryde, where Route 225 is joined. Distance 5 m.

## ROUTE 251.

### ELGIN TO BURGHEAD AND FORRES.

A very easy road through the level country lying towards the Moray Firth. Capital surface.

| <i>Miles from Forres.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |              | <i>General description of the Road.</i>                                                               |
|---------------------------|----------------------------|-----------------------|--------------|-------------------------------------------------------------------------------------------------------|
|                           |                            | <i>Inter-mediate.</i> | <i>Total</i> |                                                                                                       |
| 18½                       | ELGIN .....                | ...                   | ...          | Follow Route 225 for 3¼ m. and bear <i>r.</i> , passing Newton House ¼ m. further, road descending by |
| 15                        | Newton House .....         | 3½                    | 3½           |                                                                                                       |

Route 251. **ELGIN TO BURGHEAD AND FORRES**—*cont.*

| <i>Miles from<br/>Forres.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                              |
| 14 $\frac{3}{4}$              | Newton .....                   | $\frac{1}{4}$                    |                  | Newton, and is gently undulating towards Burghead, to which keep to <i>L.</i> ; very good surface.                                                                                                                                                                                                                                                                                                           |
| 12 $\frac{1}{2}$              | Roslisle .....                 | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                              |
| 12                            | Charlestown .....              | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                              |
| 9 $\frac{3}{4}$               | Burghead .....                 | 2 $\frac{1}{4}$                  | 8 $\frac{3}{4}$  | Leaving the village re-trace road to fork a m. out, where keep <i>r.</i> and turn <i>r.</i> at cross-roads beyond, passing rly. and keeping forward over a gently undulating road to Forres. At Kinloss a road leaves to <i>r.</i> for Findhorn, 2 $\frac{1}{4}$ m. (good surface). The famous Sweno's Stone is passed on <i>r.</i> before Forres and Route 225 joined beyond. Capital surface on the whole. |
|                               | (Post Office.)                 |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7                             | Coltfield Station .....        | 2 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4 $\frac{1}{4}$               | Muirhead .....                 | 2 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2 $\frac{3}{4}$               | Kinloss .....                  | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                              |
| $\frac{3}{4}$                 | Sweno's Stone .....            | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                              |
|                               | <b>FORRES</b> .....            | $\frac{3}{4}$                    | 18 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                              |

**ELGIN TO BURGHEAD AND FORRES.** *Reverse.*—Leave Forres due E. and keep to *L.* at fork-roads, passing Sweno's Stone on *L.* Beyond Coltfield Sta. turn *L.* and keep again *L.* before Burghead. Leaving Burghead re-trace road to fork, where keep *L.*, and on meeting main road beyond Newton House turn *L.* to Elgin.

**ROUTE 252. AVIEMORE TO FORRES.**

A very good road, on the whole, throughout. Surface excellent down the Findhorn valley to Forres; for the rest good, with some loose stones about near the summit. Very fine Highland scenery all the way. There is no inn at Dava.

| <i>Miles from<br/>Forres.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------|--------------------------------|----------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 37                            | <b>AVIEMORE</b> .....          | ...                              | ...             | Route 210 for 4 $\frac{1}{2}$ m., where, at fork-roads, bear <i>r.</i> , descending for over a m., then easy to Drumullie. The tendency is downward for $\frac{3}{4}$ m. further, having rly. on <i>r.</i> , with ascent towards branch-roads, where keep <i>r.</i> Gently undulating to Dulnain Br., where bear <i>r.</i> on a fairly level road at first, then descending and being again undulating with a rise into Grantown. Very good surface on the whole, but rather roughish before Dulnain Br. |
| 32 $\frac{3}{4}$              | Fork-roads .....               | 4 $\frac{1}{4}$                  | 4 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 30                            | Drumullie .....                | 2 $\frac{3}{4}$                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 26 $\frac{1}{2}$              | Broomhill Station .....        | 3 $\frac{1}{2}$                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 25                            | Dulnain Bridge .....           | 1 $\frac{1}{2}$                  |                 | Pass straight through the town, keeping to <i>L.</i> at branch-roads, and having grounds of Castle Grant on <i>r.</i> beyond. Long, fairly stiff ascent to the summit. Roughish decline for 2 m., with short ascent beyond, and a quick fall to Dava; very good surface out of Grantown.                                                                                                                                                                                                                 |
| 23 $\frac{1}{2}$              | Craggan .....                  | 1 $\frac{1}{2}$                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 22                            | Grantown .....                 | 1 $\frac{1}{2}$                  | 15              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | (Square.)                      |                                  |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 19                            | Glaschoile .....               | 3                                |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 18 $\frac{1}{2}$              | Summit .....                   | $\frac{1}{2}$                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## Route 252.

AVIEMORE TO FORRES—*continued.*

| <i>Miles from Forres.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                              |
|---------------------------|----------------------------|-----------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                      |
| 14½                       | Dava .....                 | 4                     | 22½           | Keep to <i>r.</i> at fork, passing sta. on <i>r.</i> , and descending the valley of the Dorbock Burn, with sharp descent (1 in 19) to Bridge of Divie, where bear <i>L.</i> , ascending towards Dunphail. Good surface; rather loose here and there. |
| 14                        | Dava Station .....         | ½                     |               |                                                                                                                                                                                                                                                      |
| 10½                       | <i>Tomidav</i> .....       | 3½                    |               | Splendid downhill run from here, through beautiful woods in the Findhorn valley, to Forres. Turn <i>r.</i> on meeting Route 225 into the town. Very fine surface from Dunphail.                                                                      |
|                           | ↓                          |                       |               |                                                                                                                                                                                                                                                      |
| 8½                        | Bridge of Divie .....      | 1½                    |               |                                                                                                                                                                                                                                                      |
| 7¾                        | Dunphail .....             | 1                     | 29½           |                                                                                                                                                                                                                                                      |
| 5½                        | Presley .....              | 2½                    |               |                                                                                                                                                                                                                                                      |
|                           | <b>FORRES</b> .....        | 5½                    | 37            |                                                                                                                                                                                                                                                      |
|                           | (Court House.)             |                       |               |                                                                                                                                                                                                                                                      |

**AVIEMORE TO FORRES. Reverse.**—Leave town westwards, and after crossing the Altyre Burn, turn *L.*, passing rly. At fork in Altyre Woods keep *r.* and keep to *L.* beyond Presley. At Bridge of Divie turn to *r.*, thence unmistakable to Grantown. At fork on leaving that town, keep *L.* (*r.* to sta.) and bear *L.* at Dulnain Br.; keep *r.* at Drumullie and forward to Aviemore.

**EDITOR'S NOTE.**—Before reaching Castle Grant Gate N. of Grantown Sq., a narrow road leaves to *r.* for Advie, following the *L.* bank of the Spey. It has a fair surface, and is undulating with one or two rather sharp descents. Advie is entered by turning down to *r.* beyond Knockanbuie, and crossing the river by the long wooden br. Distance 8 m.

## ROUTE 253. GRANTOWN TO CARRBRIDGE.

A very fine road, with easy undulations to beyond Dulnain Br., then practically level; good surface and beautiful scenery.

| <i>Miles from Carrbridge</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                      |
|------------------------------|----------------------------|-----------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                              |
| 9¾                           | <b>GRANTOWN</b> .....      | ...                   | ...           | Follow Route 252 (reverse) to Dulnain Br., where keep forward, having the river on <i>L.</i> Ascent for ½ m., then a decline to a small stream, with rise from the br. and a gently undulating run to Duthil, beyond which the road ascends slightly, and is almost level to Carrbridge, passing through a fine wood. Good surface all the way, but a little loose in parts. |
| 6¾                           | Dulnain Bridge .....       | 3                     |               |                                                                                                                                                                                                                                                                                                                                                                              |
| 4½                           | Tullochortiban .....       | 2½                    |               |                                                                                                                                                                                                                                                                                                                                                                              |
| 2½                           | Duthil .....               | 2½                    |               |                                                                                                                                                                                                                                                                                                                                                                              |
|                              | <b>CARRBRIDGE</b> .....    | 2½                    | 9¾            |                                                                                                                                                                                                                                                                                                                                                                              |
|                              | (Hotel.)                   |                       |               |                                                                                                                                                                                                                                                                                                                                                                              |

**GRANTOWN TO CARRBRIDGE. Reverse.**—Leave due E., having river on *r.*—an unmistakable road to Grantown.

## ROUTE 254. GRANTOWN TO NAIRN.

From Dava (where there is no inn, though such a possession is often accredited to it) the surface is rather poor. The steep hills to the Findhorn should be ridden very carefully, as the surface is loose. The last 8 m. are all downhill, and the surface is good. Attractive scenery when crossing the Findhorn Valley.

| Miles from Nairn. | Places on the Road.     | Mileage.        |                  | General description of the Road.                                  |
|-------------------|-------------------------|-----------------|------------------|-------------------------------------------------------------------|
|                   |                         | Inter-mediate.  | Total.           |                                                                   |
| 23 $\frac{1}{4}$  | GRANTOWN .....          | ...             | ...              | Route 252 to Dava.                                                |
| 15 $\frac{3}{4}$  | Dava .....              | 7 $\frac{1}{2}$ | 7 $\frac{1}{2}$  | Keep to <i>L.</i> at fork-roads, having easy running to           |
| 15                | Lochallen .....         | 3 $\frac{1}{4}$ |                  | Lochallen, beyond which there is a short rise,                    |
| 14                | Aitnoch .....           | 1               |                  | then again easy to Aitnoch. Long gradual                          |
| 10 $\frac{1}{4}$  | Ferness .....           | 3 $\frac{3}{4}$ |                  | descent to Ferness, where keep <i>L.</i> at fork ( <i>r.</i> , to |
|                   |                         |                 |                  | Forres—a fair road), down a steep descent, with                   |
| 9 $\frac{1}{2}$   | Cross R. Findhorn ..... | 3 $\frac{1}{4}$ |                  | a gradient of 1 in 14 at one part, through woods                  |
|                   | ↑                       |                 |                  | to the R. Findhorn. From the br. there is an                      |
| 7 $\frac{1}{2}$   | Belivat .....           | 2               |                  | almost equally steep climb for a m., then down-                   |
| 5                 | Littlemill .....        | 2 $\frac{1}{2}$ |                  | hill towards Belivat. Surface poor up to this                     |
|                   |                         |                 |                  | point, and loose and rough on the two steep                       |
| 1                 | Househill .....         | 4               |                  | hills. The road descends gradually to Littlemill                  |
|                   | NAIRN .....             | 1               | 23 $\frac{1}{4}$ | on good surface, and continues to fall, with                      |
|                   | (Cross.)                |                 |                  | several breaks in the descent, to Nairn. Surface                  |
|                   |                         |                 |                  | improves very much latterly.                                      |

GRANTOWN TO NAIRN. *Reverse*.—Cross R. Nairn E. of the town, and turn *r.* at branch-roads beyond, then keep *L.* at fork. At Ferness (top of steep hill from R. Findhorn) keep to *L.*; thence a straightforward road.

## ROUTE 255. DAVIOT TO INVERNESS.

(Via Culloden.)

This route is given on account of its passing through the middle of Culloden Moor, scene of the disastrous blow to the fortunes of "Prince Charlie." Surface fair. In coming direct from Inverness by Route 210 (reverse) keep to *L.* at Castlehill.

| Miles from Inverness. | Places on the Road.        | Mileage.       |        | General description of the Road.                             |
|-----------------------|----------------------------|----------------|--------|--------------------------------------------------------------|
|                       |                            | Inter-mediate. | Total. |                                                              |
| 17 $\frac{1}{4}$      | DAVIOT CHURCH .....        | ...            | ...    | Go forward, northwards, to branch-roads, when                |
| 15 $\frac{1}{4}$      | Aultlugie .....            | 2              |        | keep to <i>r.</i> , and descend by Aultlugie, where          |
| 13 $\frac{1}{4}$      | Cumberland Stone .....     | 2              |        | keep forward on a straight road to the Cumber-               |
|                       | (Battlefield of Culloden.) |                |        | land Stone on the battlefield of Culloden (16th              |
|                       |                            |                |        | April, 1746). The large cairn monument,                      |
|                       |                            |                |        | marking where the battle was fiercest, lies $\frac{1}{4}$ m. |
|                       |                            |                |        | W., and near it rough head-stones show the                   |
|                       |                            |                |        | graves of several of the various clans taking part           |



## Route 255.

DAVIOT TO INVERNESS—*continued.*

| <i>Miles from Inverness.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                      |
|------------------------------|----------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                              |
| 11½                          | Cantraybruich.....         | 1½                    |               | in the fight. Bear <i>r.</i> , descending towards Cantraybruich, and keep forward to Croy, where bear <i>l.</i> and keep to <i>l.</i> on an undulating road to junction with Route 225, where turn <i>l.</i> along the main road to Inverness. Fair surface. |
| 9                            | Croy .....                 | 2½                    |               |                                                                                                                                                                                                                                                              |
| 7½                           | Tornagrain .....           | 1½                    |               |                                                                                                                                                                                                                                                              |
|                              | Inverness .....            | 7½                    | 17½           |                                                                                                                                                                                                                                                              |
|                              | (Town Hall.)               |                       |               |                                                                                                                                                                                                                                                              |

DAVIOT TO INVERNESS. *Reverse.*—Route 225 (reverse) to  $\frac{3}{4}$  m. beyond Tornagrain. Bear to *r.* at that point to Croy. Bear *r.* at Croy and keep to *r.* At branch-roads near the Cumberland Stone bear *l.* (a), then an easily-followed road to Daviot.

(a) Keep forward for Inverness, thus making a circular route.

## ROUTE 256. CALLANDER TO OBAN.

The scenery throughout this route is magnificent. A very variable road: to Lochearnhead it is undulating, with a sharp hill or two, but possesses fairly good surface; the long ascent of Glen Ogle is rather loose in parts, but good on the whole; to Crianlarich from Lix the road is a pleasant one to ride, but is apt to be soft at times, and remains good to near Tyndrum, beyond which place there is a mere stone-strewn track down Glen Lochy, and riders should travel by train from Tyndrum to Dalmally. Through the Pass of Brander the surface is poor; it improves near Taynult, but becomes rough again in a m. or two. Towards Connel Ferry the surface is good and remains good to Oban.

| <i>Miles from Oban.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------|----------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 72½                     | CALLANDER .....            | ...                   | ...           | Leave due westwards, passing the Dreadnought Hotel and St. Andrew's Episcopal Ch. on <i>r.</i> , and passing over the rly.; road fairly level to Kilmahog, just beyond which Route 273 leaves to <i>l.</i> —keep straight forward. The road now ascends the beautiful Pass of Leny, and there is rather a stiff rise where the glen narrows, but beyond this the road affords very easy running, and is gently undulating by the shore of Loch Lubnaig, and on to Strathyre. Surface very good out of Callander, rather rough for a short distance in the Leny Pass, and capital towards Strathyre. |
|                         | (Square.)                  |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 71½                     | Kilmahog .....             | 1                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 70                      | Leny.....                  | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 66½                     | Ardochullarie .....        | 3½                    |               | Beyond this village the road ascends, at first gradually, then rather more stiffly, with a sharp descent to Kingshouse Inn, where keep forward ( <i>l.</i> , see note a). The rly. is crossed and the road is undulating to Lochearnhead Sta., and descends                                                                                                                                                                                                                                                                                                                                         |
| 63½                     | Strathyre .....            | 3                     | 8½            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | (Railway Station.)         |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 61½                     | Kingshouse Inn .....       | 2                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 60½                     | Lochearnhead Station..     | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

## Route 256.

## CALLANDER TO OBAN—continued.

| Miles from Oban. | Places on the Road.            | Mileage.         |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------|--------------------------------|------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                | Inter-mediate.   | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 58 $\frac{3}{4}$ | Lochearnhead .....<br>(Hotel.) | 1 $\frac{3}{4}$  | 13 $\frac{3}{4}$ | towards the village of Lochearnhead, before which, near a ch., keep to <i>L.</i> ( <i>r.</i> , see note <i>b</i> ). Fairly good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 55 $\frac{3}{4}$ | Head of Glen Ogle .....        | 3                |                  | Route 279 leaves to <i>r.</i> ; keep well to <i>L.</i> , ascending the gloomy Glen Ogle by a beautifully engineered road which has a gradual ascent of 3 m. The surface is in parts rather loose and stony in very dry weather, but affords pleasant riding on the whole. From the summit of the glen there is a long somewhat steep descent, on a gradient varying from 1 in 17 to 1 in 24, towards Lix Toll, where turn sharp <i>L.</i> ( <i>r.</i> to Killin and Route 283). Roughish road from the head of Glen Ogle.                                                                                                                                                                                              |
| 53 $\frac{3}{4}$ | Lix Old Tollhouse .....        | 2                | 18 $\frac{3}{4}$ | From the old toll-house there is a capital undulating descent down Glen Dochart, passing the school-house at Ardchyle, with a gradual rise by Ledchary to Luib Hotel, on <i>r.</i> Fairly level towards Luib Sta. on <i>L.</i> , then undulating, passing and re-passing the rly. to Crianlarich, before which place the great Ben More rises above the road on <i>L.</i> Good surface as a rule, but apt to be very soft in wet weather.                                                                                                                                                                                                                                                                              |
| 52 $\frac{1}{4}$ | Ardchyle .....                 | 1 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 50 $\frac{3}{4}$ | Ledchary .....                 | 1 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 50               | Luib Hotel .....               | $\frac{3}{4}$    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 48 $\frac{3}{4}$ | Luib Station.....              | 1 $\frac{1}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 44 $\frac{1}{4}$ | Portnellan .....               | 4 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 43               | Inverardran .....              | 1 $\frac{1}{4}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 42 $\frac{1}{2}$ | Crianlarich .....<br>(Hotel.)  | $\frac{1}{2}$    | 30               | Pass under rly. viaduct and keep forward ( <i>L.</i> , near hotel, Route 272). Undulating road for 3 $\frac{1}{4}$ m., running parallel most of the way to the rly. line, then turning to <i>r.</i> and crossing the R. Fillan and ascending fairly steeply towards Tyndrum. To the Fillan Br. the road is a fairly good one, but becomes rather rough near Tyndrum.                                                                                                                                                                                                                                                                                                                                                   |
| 39               | Cross R. Fillan .....          | 3 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 37 $\frac{3}{4}$ | Tyndrum .....<br>(Hotel.)      | 1 $\frac{1}{4}$  | 34 $\frac{3}{4}$ | Route 287 leaves to <i>r.</i> ; keep to <i>L.</i> , ascending from the village into the "Lonesome Glen," where the road rapidly degenerates into a stone-strewn moor track, and runs, unenclosed, at the base of huge hill-sides in a region that is destitute of human habitation for several miles. There is a gate across the track at one point, and the winding descent towards Dalmally is extremely steep and dangerous unless the machine be kept well in hand, the gradient at one point here being 1 in 10. For 2 m. into Dalmally the surface improves, and the road is an easy one. From Tyndrum to the foot of the hill out of the desolate Glen Lochy such a quality as surface cannot be said to exist. |
| 26               | Dalmally .....<br>(Hotel.)     | 11 $\frac{3}{4}$ | 46 $\frac{1}{2}$ | At the hotel turn sharp <i>r.</i> (forward, Route 275), crossing the R. Orchy and passing the Parish Ch. Just beyond the second br. the road bends                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

## Route 256.

CALLANDER TO OBAN—*continued.*

| <i>Miles from<br/>Oban.</i> | <i>Places on the<br/>Road.</i>         | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------|----------------------------------------|----------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                        | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 24 $\frac{3}{4}$            | <i>Sron-mhail-chain</i> .....          | 1 $\frac{1}{4}$                  |                  | L. and is undulating, passing several small crofts on r. and turning to L. again after crossing the R. Strae, to Loch Awe Hotel and sta. Fairly good surface.                                                                                                                                                                                                                                                                                                                                                                                     |
| 23 $\frac{3}{4}$            | <i>Cross River Strae</i> .....         | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 21 $\frac{3}{4}$            | Loch Awe Hotel and<br>Station .....    | 2                                | 50 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 18 $\frac{1}{2}$            | <i>Falls of Cruachan</i> .....         | 3 $\frac{1}{4}$                  |                  | Beyond the hotel very beautiful wooded land is entered along the base of Ben Cruachan; the road is very undulating at first but becomes more level as it runs near the shore of the loch, and bears to r. into the Pass of Brander. In the pass, where the loch narrows at the base of dark, steep, rugged hill-sides, the surface becomes poor, being stony and grass-grown in parts, but beyond this, and towards Bridge of Awe, the road improves considerably.                                                                                |
| 15                          | Bridge of Awe.....                     | 3 $\frac{1}{2}$                  | 57 $\frac{1}{2}$ | Ascent from the br. through well-wooded land, and falling thence to a stretch of easy road towards Taynuilt, before which village Route 257 leaves on L.                                                                                                                                                                                                                                                                                                                                                                                          |
| 12 $\frac{1}{2}$            | Taynuilt<br>(Hotel.) .....             | 2 $\frac{1}{2}$                  | 60               | Keep forward from the hotel (r., see note c), passing over rly. and ascending by the Free Ch., and over a very undulating road leading through a considerable plantation, consisting chiefly of small trees, known as "Australia"; very rough surface. After passing down under the rly., and bearing to L. at the farm just beyond the br., the road is level for some distance by the shore of Loch Etive towards Connel Ferry, with a slight rise near rly. before that village; surface good beyond Stonefield, but rather rough near Connel. |
| 8 $\frac{1}{2}$             | <i>Stonefield Farm</i> .....           | 4                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 5 $\frac{1}{2}$             | Connel Ferry .....                     | 3                                | 67               | Turn to r. after crossing the br., passing the ch. on L., road rising and falling by the shore (the "Falls" of Lora being seen on r., when the tide is ebbing) to Connel South Ferry, where connection by boat with Route 288 is obtained.                                                                                                                                                                                                                                                                                                        |
| 5                           | <i>Connel S. Ferry</i> .....           | $\frac{1}{2}$                    |                  | After 2 m. of easy running the road begins to ascend, and continues to rise towards the cemetery on r., beyond which it is almost level to the danger board (on L.), and descends rapidly into Oban; care required on this descent.                                                                                                                                                                                                                                                                                                               |
|                             | [Dunstaffnage Castle]<br>(See note d.) |                                  |                  | Lodge gate of Dunollie passed on r. Keep forward, passing a ch. with clock tower on L., into George St. and Argyll Sq. Good surface.                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1 $\frac{1}{2}$             | Oban Cemetery .....                    | 3 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                             |                                        | ⬆<br>⬇                           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                             | OBAN .....                             | 1 $\frac{1}{2}$                  | 72 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                             | (Square.)                              |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**CALLANDER TO OBAN. Reverse.**—Proceed N. along George St. and keep to L. at fork at the ch. with clock tower; pass gates of Dunollie on L. and ascend the steep hill beyond. At Stonefield Farm turn r. under rly. and keep forward at Taynuilt Hotel and avoid a road leading to r.  $\frac{1}{2}$  m. beyond. At 1 $\frac{3}{4}$  m. beyond Loch Awe

Hotel, road bends to *r.*, crossing R. Strae, and turns again sharp *r.* over R. Orchy before Dalnally. At the hotel turn to *L.*, and keep to *r.* 2 m. beyond. Thence unmistakable by Tyndrum and Crianlarich to Lix Toll, where turn *r.*, and forward over an easily-followed road down to Callander.

EDITOR'S NOTES: (a) The narrow but good road running westwards from Kingshouse Inn leads the rider to Rob Roy's Grave, where the chieftain lies peacefully, at the foot of the Braes of Balquhider, in a small churchyard, with a roofless ivy-clad church in its centre, on *r.* of the road. Balquhider is 2 m. from Kingshouse.

(b) The road on the S. side of Loch Earn is hilly and narrow, but has a fairly good surface; distance to St. Fillans, 8 m. It passes through some fine scenery, but as a cycling road it is, of course, hardly to be compared to that on the N. side of the loch.

(c) The road to *r.* at Taynuilt Hotel leads over rly. and down to Bonawe Ferry, which is crossed in a small rowing boat. The road on the N. side of Loch Etive, going westwards, is very rough and stony, but passes through some charming scenery. Route 288 is joined at Connel North Ferry. Distance from Taynuilt to North Connel by this road, 10½ m.

(d) Dunstaffnage Castle, which is a very fine ruin, and from which a splendid view of the coast and islands is to be obtained, is approached by passing through the gate at the little cottage, near the small waterfall, by the side of the main road. The keys of the castle are kept at the house standing just beside the ruin. The approach road is often covered by the tide at high water.

## ROUTE 257. GLASGOW TO OBAN.

(Via Inveraray.)

A very variable road, possessing in parts some of the finest road surface in Scotland, and in others the worst. The good portions lie by the shore of Loch Lomond and Loch Fyne, the last 5 m. into Oban being also good. The rough and bad portions are in Glen Croe, Glen Aray, and Glen Nant, and between Taynuilt and Stonefield Farm. The scenery, however, is of the most magnificent description from Luss onwards: the views from the head of some of the glens being adequate compensation for the amount of rough riding to be undergone before obtaining them.

| Miles from Oban. | Places on the Road.               | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------|-----------------------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                   | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 92½              | GLASGOW .....                     | ...            | ...    | Route 107 to Alexandria.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 74               | Alexandria .....                  | 18¾            | 18¾    | Proceed forward northwards, following Route 107 for a m. further, but instead of turning to <i>r.</i> as for Balloch keep straight forward, going over a portion of Route 109, the road ascending and descending a stiffish hill (care required), with an easy rise beyond towards a road junction, where keep forward ( <i>L.</i> , Route 109). An undulating road to junction with Route 271 on <i>L.</i> , and with capital running through delightful surroundings to Luss. Very good surface. |
|                  | (Fountain.)                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                  | [Balloch ½ m.]                    | ✦              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                  |                                   | ▼              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 70½              | Road junction .....               | 3¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 68½              | Road junction .....               | 1¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 67½              | Arnburn .....                     | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 66               | Aldochlay .....                   | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 65               | Luss .....                        | 1              | 27¾    | The road continues to run by the shore of Loch Lomond, with the most beautiful scenery on either side; is almost level for 7 m., and rises slightly towards Tarbet Hotel. Splendid surface.                                                                                                                                                                                                                                                                                                        |
| 63½              | Craig .....                       | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 61½              | Inverbeg Inn (a) .....            | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 60½              | Camus-na-Clais .....              | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 57½              | Stuckgown .....                   | 3              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 56½              | Tarbet Hotel .....                | 1              | 36     | At fork roads bear to <i>L.</i> ( <i>r.</i> , Route 272), with easy ascent towards Arrochar and Tarbet Sta. on W. Highland Rly., and a descending road towards the village of Arrochar, lying on the shore of Loch Long. Good surface.                                                                                                                                                                                                                                                             |
| 56               | Arrochar and Tarbet Station ..... | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |





## Route 257.

## GLASGOW TO OBAN—continued.

| Miles from Oban. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                   |
|------------------|---------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                     | Inter-mediate. | Total. |                                                                                                                                                                                                    |
|                  | (Dangerous bend.)   |                |        | surroundings are extremely picturesque. There is a steep and dangerous twist in the road just before joining Route 256—care required; good running to Taynuilt. Very poor road from Port Sonachan. |
| 13               | Road junction ..... | 4              |        |                                                                                                                                                                                                    |
| 12½              | Taynuilt .....      | ½              | 80½    | Route 256 to Oban.                                                                                                                                                                                 |
|                  | OBAN .....          | 12½            | 92½    |                                                                                                                                                                                                    |

GLASGOW TO OBAN (VIA INVERARAY). *Reverse.*—Reverse of Route 256 to Taynuilt, ½ m. beyond which place turn up to *r.*—steep, rough ascent. Beyond Kilchrenan keep to *r.*, cross Loch Awe by ferry to Port Sonachan and proceed to *l.* At road junction beyond the steep hill bear up to *r.* and down Glen Aray to Inveraray, at which village turn to *l.*, following the shore of Loch Fyne. At Clachan keep to *r.*, and going round the head of the loch turn again *r.* after crossing the R. Fyne. In 1½ m. the road turns *l.* up Glen Kinglas; keep to *l.* of the Kinglas Water to near the head of the glen, when cross the stream to *r.* and pass Loch Restil on *r.* before the summit of Glen Croc. The descent at the top of this glen is very steep and dangerous, and has one or two awkward bends. Keep round to *l.* by the shore of Loch Long, then bear to *r.* round the head of the loch to Arrochar. At fork-roads here keep to *l.* (as in Route 269) to Tarbet Hotel on Loch Lomond side: thence an unmistakable by the shore of the loch to Luss and beyond, and easily followed to Alexandria; thence by reverse of Route 107 to Glasgow.

(a) There is a ferry from Inverbeg to Rowardennan, from which point the ascent of Ben Lomond is made.

## ROUTE 258.

## ARDRISHAIG TO OBAN.

The surface on this road, as is so frequently the case in the Western Highlands, is very variable. The road is a good one to the fork beyond Kilmartin, is poor in parts to Kilmelfort, improves in the Pass of Melfort, remains fair to Kilninver, is indifferent by Loch Feochan side, but becomes good towards Oban. The hills are long and severe; the scenery throughout possesses a wild, rugged magnificence that is hardly to be surpassed in the kingdom. The m.s.s. are not to be relied on to Kilmelfort, but are correct from thence to Oban.

| Miles from Oban. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                  |
|------------------|---------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                   |
| 39¼              | ARDRISHAIG .....    | ...            | ...    | Proceed northwards, having the shore of Loch Gilp on <i>r.</i> and the Crinan Canal on <i>l.</i> , road level. At head of Loch Gilp keep forward ( <i>r.</i> , Route 263), with fine level run through meadow-land to fork roads, where turn <i>r.</i> , having a |
| 37½              | Branch-roads .....  | 1¾             |        |                                                                                                                                                                                                                                                                   |
| 37               | Branch-roads .....  | ½              |        |                                                                                                                                                                                                                                                                   |
| 35½              | Fork-roads .....    | 1½             |        |                                                                                                                                                                                                                                                                   |

| Miles from Oban. | Places on the Road.                  | Mileage.        |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------|--------------------------------------|-----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                      | Inter-mediate.  | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 34 $\frac{1}{4}$ | Achnashelloch.....                   | 1               |        | steady rise to Achnashelloch cottages and an easy decline to Kirkmichael-Bridgend, just beyond which turn to L. The road is for nearly a m. almost level, then commence a succession of easy up and down gradients, with one short steep climb to Kilmartin Hotel. Capital surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 33 $\frac{1}{4}$ | Kirkmichael-Bridgend.                | $\frac{3}{4}$   |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 31 $\frac{1}{2}$ | Balamanoch .....                     | 2 $\frac{1}{4}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 31 $\frac{1}{4}$ | Dunckraigaig .....                   | $\frac{1}{4}$   |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 29 $\frac{1}{2}$ | Kilmartin Hotel .....                | 1 $\frac{3}{4}$ |        | 9 $\frac{3}{4}$ The road falls for a few yds. and ascends gradually to fork roads, where keep to L. (r. to Ford and Loch Awe—see note to Route 275). Stiff ascent for 2 $\frac{1}{2}$ m., with rather rough surface. Towards the top of this hill the road crosses the high moorland, and from the summit descends rapidly. This long winding descent to the head of Loch Craiguish must be ridden with care. The view, seawards, on this hill is very fine. The level ground is gained at Kintraw, from which point the road is easy for $\frac{3}{4}$ m., but the surface is poor. Fairly steep ascent for $\frac{3}{4}$ m. over the open moorland, and a fall on the other side down to the shore again, with some rather sudden intermediate descents; surface rough. To the shores of Loch Melfort the road is undulating, and the last m. to Kilmelfort almost level. Surface roughish in parts and grass-grown here and there. |
| 28               | Fork-roads .....                     | 1 $\frac{1}{2}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | ↑                                    |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 25 $\frac{1}{2}$ | Summit.....                          | 2 $\frac{1}{2}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | ↓                                    |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 23 $\frac{3}{4}$ | Kintraw .....                        | 1 $\frac{3}{4}$ |        | Beyond the hotel the road rises abruptly for about 100 yds., is fairly level round the shore of the small Loch Druinnean, and subsequently winds up the romantic Pass of Melfort, where the road rises at one part to a great height above the bed of the stream. Beyond the pass the road goes over open, rugged moorland, and descends, gently, when over the watershed. At a br. just before the 10th m.s. from Oban, there is an awkwardly abrupt turn that requires care; thence it is mostly downhill to Kilninver, where at the white ch. bear r. (L., see note). Very variable surface; fair on the whole.                                                                                                                                                                                                                                                                                                                    |
|                  | ↑                                    |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | (Dangerous turn.) ↓                  |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 21               | Lerqiechoniemore .....               | 2 $\frac{3}{4}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | ↑                                    |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 15 $\frac{1}{2}$ | Kilmelfort.....<br>(Cuilfail Hotel.) | 5 $\frac{1}{2}$ |        | The road is level on the whole by the shore of Loch Feochan. Towards the end of the loch it undulates, gently, for about $\frac{1}{2}$ m., and is then level, with easy rise towards the Post Office, on L., indifferent surface. Keep to L., having a rather stiff ascent for 1 $\frac{1}{2}$ m., with easy running for $\frac{1}{4}$ m., and a further rise to Ariogan, from which point there is a long, undulating descent towards                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                  | ↑                                    |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | ↑                                    |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 12 $\frac{1}{2}$ | Summit.....                          | 3               |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | ↓                                    |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | (Sharp turn.) ↓                      |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9 $\frac{1}{4}$  | Barochreal .....                     | 3 $\frac{1}{4}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | ↓                                    |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8 $\frac{1}{4}$  | Kilninver .....                      | 1               |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  | (Church.)                            |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3 $\frac{1}{4}$  | Post Office .....                    | 5               |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                | Ariogan .....                        | 1 $\frac{1}{4}$ |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

## Route 258.

ARDRISHAIG TO OBAN—*continued.*

| <i>Miles from Oban.</i> | <i>Places on the Road.</i>            | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                           |
|-------------------------|---------------------------------------|-----------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                       | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                   |
| $\frac{1}{2}$           | Oban High School.....                 | $1\frac{1}{2}$        |                  | Oban. Pass under rly. br., having the fine buildings of the High School above the road on <i>r.</i> , and the Parish Ch., also on <i>r.</i> ; bear slightly to <i>l.</i> to Argyll Sq. Good surface towards Oban. |
|                         | <b>OBAN</b> .....<br>(Argyll Square.) | $\frac{1}{2}$         | 39 $\frac{1}{2}$ |                                                                                                                                                                                                                   |

**ARDRISHAIG TO OBAN.** *Reverse.*—From Argyll Sq. pass Victoria Hotel on *r.* and leave by Cumbie St., keeping to *r.* at fork at ch. At Kilninver keep to *l.*, thence an unmistakable road to Kilmartin, a m. beyond which keep to *l.* At Kirkmichael-Bridgend turn *r.*, and turn *l.* on meeting the Crinan Rd. beyond Achnashelloch; thence forward to Ardrishaig.

**EDITOR'S NOTE:** Road from Kilninver to Easdale. Turn to *l.* at Kilninver Ch., road ascending very steeply (1 in 11) for over  $\frac{1}{2}$  m., with a long descent on other side to a stretch of fairly level running. Turn to *r.* at Auchnasaul, leaving the mainland and crossing, by a br., to the island of Seil, at Clachan. For  $2\frac{1}{2}$  m. on the island the road is gently undulating, turns to *r.* near Kilbrandon, and ascends to beyond Kilbride, followed by a steep descent (about 1 in 13), with awkward turn on the hill, towards Easdale. Some of the views on this road are very fine. The surface is loose and soft, but affords fairly good riding on the easier portions. Distances from Kilninver—Clachan Inn, 3 $\frac{1}{2}$  m.; Kilbride, 6 $\frac{1}{2}$  m.; Easdale Pier, 8 m.

## ROUTE 259.

## ARDRISHAIG TO CAMPBELTOWN.

This is a very picturesque route and passes through some varied scenery. The road is an easy one, where it runs by the shore, but becomes very hilly in parts when it deviates from the coast line, passing over several hill-shoulders. The surface throughout is good, especially by the shore; on the hills it is apt to be rather loose in dry weather. The "short cut" to Machrihanish is mentioned in note *b*.

| <i>Miles from Campbeltown.</i> | <i>Places on the Road.</i>         | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------|------------------------------------|-----------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                    | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                          |
| 49 $\frac{1}{2}$               | <b>ARDRISHAIG</b> .....<br>(Pier.) | ...                   | ...              | Leaving pier proceed southwards, having shore on <i>l.</i> , road level. At 2 $\frac{1}{4}$ m. keep to <i>l.</i> ( <i>r.</i> Route 261) on a pleasant, gently undulating road by Loch Fyne side to beyond Milmore, where the road begins to ascend gradually. Short stiffish climb to branch-roads, where turn <i>l.</i> , downhill, towards Tarbert. Very good surface. |
| 46 $\frac{1}{2}$               | Inverneil .....                    | 3                     |                  |                                                                                                                                                                                                                                                                                                                                                                          |
| 41 $\frac{1}{2}$               | Milmore .....                      | 4 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                          |
|                                | ↑<br>⌘<br>Branch-roads .....       | 2 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                          |
| 39 $\frac{1}{2}$               | ↑<br>⌘<br>Tarbert..... ↓           | 1 $\frac{1}{2}$       | 11 $\frac{1}{2}$ | At the village turn sharp <i>r.</i> ( <i>l.</i> to pier), with easy rise and fall to West Tarbert, before which a road leaves to <i>r.</i> forming a connection with Route 261. Very stiff climb beyond West Tarbert, with bend on the ascent, and a steep descent (about 1 in 16) on other side, and short                                                              |
| 36 $\frac{1}{2}$               | ↑<br>⌘<br>West Tarbert .....       | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                          |

Route 259. ARDRISHAIG TO CAMPBELTOWN—*continued.*

| Miles from<br>Campbeltown | Places on the<br>Road.      | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------|-----------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                             | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           |                             |                         |                  | fall to Carnbuie; road is subsequently undulating by the side of West Loch Tarbert to the fork-roads at Redhouse, where keep to <i>r.</i> ( <i>l.</i> , see note <i>a</i> ). Good surface.                                                                                                                                                                                                                                                                                                                                             |
| 35 $\frac{1}{4}$          | Carnbuie .....              | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 32 $\frac{1}{4}$          | Redhouse .....              | 3                       | 17               | Easy ascent from the fork and descent to Whitehouse, from which there is a long winding climb for over a m. with a sharp fall beyond the top, and a further long undulating ascent to the summit. The down grade towards Clachan is long, and very steep (1 in 10) about half-way and towards the foot. Cross a small stream and bear round to <i>r.</i> , passing over a second stream. Fair surface.                                                                                                                                 |
| 31 $\frac{3}{4}$          | Whitehouse .....            | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 28 $\frac{1}{2}$          | Summit.....                 | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 26 $\frac{3}{4}$          | Clachan .....               | 1 $\frac{3}{4}$         | 22 $\frac{1}{2}$ | The road rises for a m., and falls to a long stretch of level running by the seashore. Beyond Rhunahaorine there is a gradual rise and fall to Tayinloan, then again the road becomes gently undulating and remains so for 4 $\frac{3}{4}$ m., then leaves the shore and ascends a fairly stiff hill, 1 m. long. From the top there is a sharp fall to Glenbarr and the Barr Water, the descent being 1 in 17 at one part, and there is an ascent from the br. and an undulating easier bit of road to Ballochantuy Inn. Good surface. |
| 23 $\frac{1}{4}$          | Ballochroy .....            | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 20 $\frac{3}{8}$          | Rhunahaorine.....           | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 18 $\frac{3}{4}$          | Tayinloan .....             | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 18                        | Killeen .....               | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 17                        | Taychroman .....            | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 16                        | Killeen Church .....        | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 15                        | Muasdale .....              | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 12 $\frac{1}{2}$          | Barr .....                  | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 9 $\frac{3}{4}$           | Ballochantuy Inn .....      | 2 $\frac{3}{4}$         | 39 $\frac{1}{2}$ | Almost level running for 3 m. close by the shore of the Atlantic, then undulating to Westport, where road leaves the coast, rises by South Ballivain towards Kilkenzie, and runs across Kintyre in a series of gentle undulations to Campbeltown.                                                                                                                                                                                                                                                                                      |
| 5 $\frac{3}{4}$           | Westport ( <i>b</i> ) ..... | 4                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5 $\frac{1}{4}$           | South Ballivain .....       | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4 $\frac{1}{4}$           | Kilkenzie .....             | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | CAMPBELTCWN .....           | 4 $\frac{1}{4}$         | 49 $\frac{1}{4}$ | Enter by Millknowe and Longrow St., turn <i>r.</i> at Back St. and <i>l.</i> at Cross St. to the Cross. Capital surface.                                                                                                                                                                                                                                                                                                                                                                                                               |
|                           | (Cross.) .....              |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**ARDRISHAIG TO CAMPBELTOWN.** *Reverse.*—Leave the town due N.W., having Campbeltown Loch on *r.*; keep to *l.* out of the town, and again to *l.* at fork-roads; thence an unmistakable road by the W. coast of Kintyre, and across the Tarbert. Here turn sharp *l.*, over an easily followed road, having coast on *r.*, to Ardrishaig.

**EDITOR'S NOTES.**—(*a*) The road to *l.* at Redhouse fork leads down to Campbeltown by the E. coast. It is an excessively hilly, narrow, and in parts very rough, road: it cannot be, therefore, recommended as a cycling route. The distance from Tarbert to Campbeltown by this road is 38 $\frac{1}{2}$  m.

(*b*) When the tide is out, a delightful run may be had along the sands, near the water line, direct to Machrihanish from near Westport, a distance of 4 $\frac{1}{2}$  m. For those going from Ardrishaig to Machrihanish, this short cut avoids the long circuit through Campbeltown. To cross the stream which flows over the sands near Machrihanish, go up on to the links, and pass over the water by the golfers' br.

## ROUTE 260. CAMPBELTOWN TO SOUTHEND AND MACHRIHANISH.

Both the Southend and Machrihanish roads have good surface; on the former the hills are not difficult, and the latter road is practically level. The road does not extend beyond either Southend or Machrihanish, but some delightful walks may be enjoyed round the Mull of Kintyre.

| Miles from<br>Southend. | Places on the<br>Road.        | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------|-------------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                               | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 9½                      | CAMPBELTOWN .....<br>(Cross.) | ...                     | ...    | From the Cross go up Main St. to Royal Bank, turn to <i>r.</i> down Lorne St., and then to <i>L.</i> up Big Kilm Brae, passing the Free Ch., and forward to Witchburn, and over a level crossing (colliery line), with ascent towards Stewarton, where keep to <i>L.</i> ( <i>r.</i> to Machrihanish). Good road.                                                                                                                        |
| 9                       | Witchburn.....                | ½                       | 1½     |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8½                      | Level Crossing .....          | ½                       | 2      |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8                       | Stewarton .....               | ½                       | 1½     | Fairly level running for 1¼ m., keep to <i>L.</i> , and ascend a stiffish hill, with a gradient of 1 in 17, beyond which a steady but easier rise to Killellan. There is a long downhill run from this point to Pennygown Br., and a long stretch of undulating road to Keprigan, just after which keep to <i>L.</i> at fork, passing manse and ch. Slight rise beyond the fork, with an easy decline to Southend village. Good surface. |
| 5                       | Killellan.....                | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4                       | Pennygown Bridge.....         | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1¾                      | Keprigan .....                | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                         | SOUTHEND .....                | 1¾                      | 9½     |                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**CAMPBELTOWN TO SOUTHEND. Reverse.**—An unmistakable road to Stewarton, where keep to *r.* towards Campbeltown.

**TO MACHRIHANISH.** As above to Stewarton, where turn to *r.*, road becoming narrower but remaining fairly level, skirting the famous golf course on *r.* before the village. Good surface. Distance, 5 m. Westport on Route 259 may be reached by riding over the sands in Machrihanish Bay; see note (*b*) to that route.

## ROUTE 261. ARDRISHAIG TO ARDRISHAIG. (Circular Route.)

The surface is fair generally, but in parts it is rather soft and is frequently loose on the hills. The road is a narrow one and is very hilly. The views from the top of several of these hills are very fine.

| Miles from<br>Ardrishaig. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                   |
|---------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                    |
| 43                        | ARDRISHAIG .....       | ...                     | ...    | Route 259 for 10 m.                                                                                |
| 33                        | Branch-roads .....     | 10                      | 10     | Here keep straight forward, passing the upper portion of W. Loch Tarbert on <i>L.</i> , crossing a |
| 31½                       | Road junction .....    | 1½                      |        |                                                                                                    |



## Route 261. ARDRISHAIG TO ARDRISHAIG—continued.

| Miles from Ardrishaig. | Places on the Road.          | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------|------------------------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                              | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 29 $\frac{1}{4}$       | Barnellan .....              | 2 $\frac{1}{4}$ |                  | stream and ascending a long hill with decline from the top towards Barnellan, after which there is a stiffish rise to summit. After nearly a m. of easy descent, there is a sharp fall with awkward turn which requires careful riding. The level is regained by the loch side and the road continues easy to Dunmore, before which there is a ferry over towards Route 259. Fair surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 28 $\frac{3}{4}$       | Summit.....                  | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 26 $\frac{1}{4}$       | Craig .....                  | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 25 $\frac{1}{4}$       | Dunmore .....                | 1               | 17 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 23 $\frac{1}{4}$       | Ardpatrick Post Office ..... | 2               |                  | The road turns inland and becomes very undulating to Kilberry Ch., with somewhat variable surface, but affording fair riding on the whole. Beyond the ch. there is a steep ascent which becomes easier after a $\frac{1}{4}$ m., and having a sharp turn near the hill top, from whence it descends to the level before Tiretegan, and rises by the ch. to Orran. From here there are a series of undulations, chiefly descending, with rather a steep fall to a br. at the Crear Burn. From this br. there is a long ascent to Stotfield, and an almost equally long but rather steeper decline beyond to the shore of Loch Killisport. Near Ormsary House the road re-ascends, is undulating for a m., and falls by Ballyaurgan but rises again by Baronlongart House and descends to Achoish Inn, where keep to r. at fork-roads. Surface indifferent in parts, but fair as a whole. |
| 21 $\frac{1}{4}$       | Kilberry Church.....         | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 19 $\frac{1}{2}$       | Tiretegan .....              | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 19                     | Orran .....                  | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 17 $\frac{1}{4}$       | Cul'ghaitro .....            | 1 $\frac{3}{4}$ |                  | From the inn there is a long and steep ascent to the summit of the moors at Loch Errol; the road is fairly level for $\frac{3}{4}$ m. near the loch, then descends on the other side of the watershed for 2 $\frac{1}{2}$ m., re-joining Route 259 by the coast. Turn l. and follow portion of reverse of that route to Ardrishaig. Fair surface; soft in places.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 16 $\frac{1}{2}$       | Cross Crear Burn .....       | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 15                     | Stotfield .....              | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11 $\frac{3}{4}$       | Ormsary House .....          | 3 $\frac{1}{4}$ | 35 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 $\frac{1}{4}$       | Ballyaurgan .....            | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8 $\frac{1}{2}$        | Baronlongart .....           | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7 $\frac{3}{4}$        | Achoish Inn .....            | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5 $\frac{1}{2}$        | Summit.....                  | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2 $\frac{1}{2}$        | Road junction .....          | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                        | ARDRISHAIG (Pier.) .....     | 2 $\frac{1}{2}$ | 43               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**ARDRISHAIG TO ARDRISHAIG (CIRCULAR ROUTE).** *Reverse.*—Follow Route 259 for 2 $\frac{1}{2}$  m. and bear to r., thence an unmistakable road round near the coast-line, and then for some way by the shore of West Loch Tarbert, re-joining Route 259 at 10 m. S. of Ardrishaig. On the whole, the hills are more in the rider's favour in the "forward" direction, than in the "reverse" of this circular run.

## ROUTE 262. ARDRISHAIG TO TAYVALLICH.

Capital road for 7 m., then fair. The scenery on Loch Sween side is very attractive.

| Miles from<br>Tayvallich. | Places on the<br>Road.              | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------|-------------------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                     | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 13½                       | ARDRISHAIG .....                    | ...                     | ...    | Route 258 for 3½ m.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 9½                        | Fork-roads .....                    | 3½                      | 3½     | Road rises gradually, passing the locks of the Crinan Canal on r., and with capital, almost level, running to Bellanoch, where turn to l. (forward, see note) up a rather sharp ascent with an easier rise beyond to second fork, where keep to r. (l. to Kilmory—a poor road). Gradual rise for a m. on a winding road, with descent (sharp turn near brow of hill) to a stretch of gently undulating road towards Tayvallich. Very good surface to Bellanoch, then poorer, but fair as a whole. The continuation to Keills (4½ m.) is rough. |
| 6½                        | Bellanoch .....                     | 3½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5½                        | Barandoisgan<br>(Fork-roads.) ..... | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3                         | {Gallchoile}.....                   | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                           | TAYVALLICH .....                    | 3                       | 13½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                           | (Inn.) .....                        |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**ARDRISHAIG TO TAYVALLICH.** *Reverse.*—Proceed N., having shore on r. At Bellanoch bear to r., thence an unmistakable road to Ardrishaig.

**EDITOR'S NOTES.**—Keeping forward at Bellanoch, a fairly good road leads by the side of the canal to Crinan (1½ m.), where the steamboats leave for Oban and the western islands. (See Macbrayne's time tables.)

## ROUTE 263. INVERARAY TO ARDRISHAIG.

A good road on the whole, with comparatively easy gradients, and very fair surface throughout. The scenery is at times attractive, especially by the shore of Loch Fyne and at Loch Gair. The famous Craræ quarries (scene of an extraordinary accident in 1886) are well worth a visit.

| Miles from<br>Ardrishaig. | Places on the<br>Road.  | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------|-------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                         | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 26½                       | INVERARAY .....         | ...                     | ...    | Leave in a S.W. direction, having Loch Fyne on l. and passing along a finely wooded road, which is level for 1½ m. and rises before Horsepark, beyond which it is easy for ½ m., then ascends, stiffly in parts, for 2½ m. From the summit there is a long gradual descent; keep to l. at fork at Auchindrain. At road junction near Furnace turn sharp r., having a fairly level run for 3½ m. to Auchgoyle, beyond which point there is an uphill pull for 1½ m. and a long finely graded descent towards Loch Gair Inn. Good surface. |
| 24½                       | Horsepark .....         | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 21                        | Summit .....            | 3½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 20½                       | Auchindrain .....       | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 18½                       | [Furnace] .....         | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 18                        | Sandhole .....          | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 16                        | Craræ Inn .....         | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 15                        | Auchgoyle .....         | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 11                        | Brackenbrae .....       | 4                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 9½                        | Loch Gair Inn (a) ..... | 1½                      | 17     | The tendency is upward for nearly 2 m., but is easy, with an equally easy fall to the shore,                                                                                                                                                                                                                                                                                                                                                                                                                                             |

# Route 263. INVERARAY TO ARDRISHAIG.—*continued.*

| Miles from Ardrishaig | Places on the Road.                                                  | Mileage.                           |                                      | General description of the Road.                                                                                                                                                                                                                                       |
|-----------------------|----------------------------------------------------------------------|------------------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                                                      | Inter-mediate.                     | Total.                               |                                                                                                                                                                                                                                                                        |
| 6 $\frac{3}{4}$<br>6  | Road to Otter West Ferry<br>Achnaba .....                            | 2 $\frac{3}{4}$<br>3 $\frac{1}{4}$ |                                      | before reaching which a road leaves on <i>L.</i> to Otter West Ferry. Gradual rise from the shore by Achnaba, and descent to a br. and rise beyond, with a fine downhill run from the top of the short ascent to Lochgilphead, into which turn <i>L.</i> Good surface. |
| 2                     | Lochgilphead .....<br>(Market Place.)<br>ARDRISHAIG .....<br>(Pier.) | 4<br>2                             | 24 $\frac{1}{2}$<br>26 $\frac{1}{2}$ | Beyond the village turn sharp <i>L.</i> on meeting Route 258, thence a level road by the shore to Ardrishaig. Capital surface.                                                                                                                                         |

**INVERARAY TO ARDRISHAIG. Reverse.**—Route 258 for 1 $\frac{3}{4}$  m., where turn *r.* into Lochgilphead, and again to *r.* on leaving village, having shore on *r.* Easily-followed road to Sandhole, at  $\frac{1}{2}$  m. beyond which turn sharp *L.*, thence unmistakable to Inveraray.

(a) From near Loch Gair Inn a road leads to *r.* for Lochgilphead, is more direct than the coast road, but is very hilly. The surface, however, is fair.

## ROUTE 264.

### INVERARAY TO TIGHNABRUAICH.

This is a picturesque road to Otter Ferry, beyond which it becomes very hilly and passes over bleak moorland. As a cycling road, it is—like many others by the side of lochs in this part of Scotland—fair level when running near the water's edge, and hilly when leaving the shore. After Creggans Pier, the surface is poorer and becomes very indifferent in parts over the hills towards Kames. Beyond Tighnabruaich there is no road, but coast steamers frequently call at the pier there, and afford communication with Rothesay and the Clyde watering-places.

| Miles from Tighnabruaich                   | Places on the Road.                                                     | Mileage.                           |                        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------|-------------------------------------------------------------------------|------------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            |                                                                         | Inter-mediate.                     | Total.                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 48<br>38 $\frac{1}{4}$<br>37 $\frac{3}{4}$ | INVERARAY (a) .....<br>Cairndow Inn .....<br>↑<br>Fork-roads .....<br>↓ | ...<br>9 $\frac{3}{4}$<br>1        | ...<br>9 $\frac{3}{4}$ | Reverse of portion of Route 257 to Cairndow. Beyond the inn, the road ascends the lower portion of Glen Kinglass; keep to <i>r.</i> at fork and cross the river, doubling back on the other side of the glen, then bearing to <i>L.</i> through wooded land, road ascending for 2 m. beyond the fork. After over $\frac{1}{2}$ m. of easier running, there is a descent 1 $\frac{1}{2}$ m. long, towards the shore of Loch Fyne and level to St. Catherine's, where there is ferry connection with Inveraray, which is just opposite. Very good surface to Cairndow; poorer to St. Catherine's. |
| 33 $\frac{3}{4}$<br>33                     | Laglingarten .....<br>Tighecladich ..... ↓                              | 3 $\frac{3}{4}$<br>3 $\frac{1}{4}$ |                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 32 $\frac{1}{4}$                           | St. Catherine's.....<br>(Pier and Inn)                                  | 3 $\frac{1}{4}$                    | 15 $\frac{3}{4}$       | From St. Catherine's the road continues to run close to the shore of the loch, and leads through                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

## Route 264. INVERARAY TO TIGHNABRUAICH—continued.

| Miles from Tighnabruaich | Places on the Road.             | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                |
|--------------------------|---------------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                 | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                 |
| 29 $\frac{1}{2}$         | <i>Ards</i> .....               | 2 $\frac{1}{2}$ |                  | beautiful plantations; it is gently undulating and the surface is very fair.                                                                                                                                                                                                                                                                    |
| 28 $\frac{1}{2}$         | Creggans Pier .....             | 1 $\frac{1}{2}$ | 19 $\frac{3}{4}$ | Beyond the pier, after passing the grounds of Strachur House on <i>L.</i> , keep to <i>r.</i> by the coast ( <i>L.</i> to Strachur village), having an easy road for 2 $\frac{1}{2}$ m., then ascending for 1 $\frac{1}{4}$ m. to Leanach (on <i>L.</i> ), and falling by Strathlachlan Ch. to the coast, which is rejoined at Lachlan Bay.     |
|                          | [Strachur, $\frac{1}{2}$ m.]    |                 |                  | Thence the road is undulating, keeping close to the water-side nearly all the way, to Otter Ferry. Surface rough in parts, fair on the whole.                                                                                                                                                                                                   |
| 23 $\frac{3}{4}$         | <i>Leanach</i> .....            | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 22                       | Strathlachlan Church...         | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 19                       | <i>Lephinmore</i> .....         | 3               |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 17                       | <i>Lephinchapel</i> .....       | 2               |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 15 $\frac{3}{4}$         | <i>Gairtein</i> .....           | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 14                       | <i>Largiemore</i> .....         | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 12 $\frac{1}{2}$         | Otter Ferry .....               | 1 $\frac{1}{2}$ | 35 $\frac{1}{2}$ | Here the road turns inland and goes up a steep bank (1 in 9 at one part); keep to <i>r.</i> at fork. Surface rough and loose, the road rising over two subsequent hills and falling somewhat steeply to the br. at the Kilfinnan Burn, with rise to the village. Poor surface.                                                                  |
|                          | ↑                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 12                       | <i>Fork-roads</i> .....         | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                 |
|                          | ↓                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 9                        | <i>Cross Kilfinnan Burn</i> ... | 3               |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 8 $\frac{3}{4}$          | <i>Kilfinnan</i> .....          | $\frac{1}{4}$   | 39 $\frac{1}{4}$ | Ascent from the village, then an easier road to Drum, beyond which there is a sharp fall to a small br., and a steepish climb on the other side. After Melldalloch the climb becomes stiffer, Loch Melldalloch being passed on <i>L.</i>                                                                                                        |
| 7                        | <i>Drum</i> .....               | 1 $\frac{3}{4}$ |                  | From the hilltop there is a quick descent for 1 $\frac{3}{4}$ m., then an undulating road to Kames, where turn sharp <i>L.</i> (forward, see note <i>b</i> ), descending to a br. Stiffish ascent from the br.; keep to <i>L.</i> at fork, having a descent towards Tighnabruaich. Very poor surface from Otter Ferry, especially on the hills. |
|                          | ↑                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 6                        | <i>Melldalloch</i> .....        | 1               |                  |                                                                                                                                                                                                                                                                                                                                                 |
|                          | ↑                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 5                        | <i>Summit</i> .....             | 1               |                  |                                                                                                                                                                                                                                                                                                                                                 |
|                          | ↓                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |
| 2 $\frac{1}{2}$          | Kames .....                     | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                 |
|                          | (Branch-roads.)                 |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |
|                          | ↑                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |
|                          | ↓                               |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |
|                          | TIGHNABRUAICH .....             | 2 $\frac{1}{2}$ | 48               |                                                                                                                                                                                                                                                                                                                                                 |
|                          | (Pier.)                         |                 |                  |                                                                                                                                                                                                                                                                                                                                                 |

**INVERARAY TO TIGHNABRUAICH. Reverse.**—From pier go S. along shore and turn inland before Kames Pier. Beyond the powder works turn sharp *r.* at cross-roads. Thence an unmistakable road, skirting the eastern shore of Loch Fyne for the most part, to Cairndow Inn. Thence to Inveraray as in Route 257.

**EDITOR'S NOTES.**—(a) The ferry between Inveraray and St. Catherine's shortens this route by nearly 16 m.

(b) The road forward at Kames branch-roads leads to Ardlamont House, the wood adjoining which was the scene of the mysterious death of young Hamborough, in August, 1893, from a gunshot wound. The house is  $\frac{3}{4}$  m. from the branch-roads.

## ROUTE 265.

STRACHUR PIER TO DUNOON AND  
INNELLAN.

A road passing through very beautiful scenery, and known to tourists as the "famed Loch Eck route." For 18 m. the road is practically level.

| Miles from<br>Innellan. | Places on the<br>Road.          | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------|---------------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                 | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 24 $\frac{3}{4}$        | STRACHUR PIER .....             | ...                     | ...              | From the pier, having the loch on <i>r.</i> and grounds of Strachur House on <i>l.</i> , go by the shore for $\frac{1}{2}$ m., then turn inland (forward, Route 264), with rise to Strachur village, beyond which there is a steep ascent; then an undulating road towards a br., where turn to <i>l.</i> , crossing the stream, with a short climb towards Invernaoden, the road bending there to <i>r.</i> and falling to the level before the steamboat pier at N. end of Loch Eck. At first level, then rather undulating to Whistlefield Inn. Fair from Strachur and good near Loch Eck.                                                                                                                                           |
|                         | (Creggans.) .....               |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 24 $\frac{1}{4}$        | Road junction .....             | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 23 $\frac{3}{4}$        | Strachur.....                   | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | ↑                               |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 22                      | Ballimore .....                 | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 20 $\frac{1}{2}$        | Invernaoden .....               | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 19 $\frac{1}{2}$        | Steamboat Pier.....             | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | (Head of Loch Eck.) .....       |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 17 $\frac{1}{2}$        | Whistlefield Inn .....          | 2                       | 7 $\frac{1}{4}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 13                      | Steamboat Pier .....            | 4 $\frac{1}{2}$         |                  | Where road forks near Whistlefield keep to <i>r.</i> ( <i>l.</i> , see note to Route 270), having a pleasant level run along the shore of the narrow Loch Eck. During the season a steamer plys on this loch in connection with the coaches from Dunoon to Strachur. From the Inverchapel Burn, which is crossed just beyond the S. end of the loch, the road descends gradually towards Ardbeg, where turn to <i>r.</i> ( <i>l.</i> , Route 270), crossing the R. Eachaig and passing Cothouse Inn on <i>l.</i> At $\frac{1}{2}$ m. beyond the inn turn again to <i>r.</i> , cross the R. Little Eachaig and keep to <i>l.</i> at Dalinlongart, where Route 267 is joined on <i>r.</i> , with an easy run into Sandbank. Good surface. |
|                         | (Foot of Loch Eck.) .....       |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 $\frac{1}{2}$        | Cothouse Inn .....              | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 9 $\frac{1}{4}$         | Dalinlongart .....              | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8                       | Sandbank .....                  | 1 $\frac{1}{4}$         | 16 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7 $\frac{1}{2}$         | Ardnadam .....                  | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | (Pier.) .....                   |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6                       | Hunter's Quay.....              | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | (Pier.) .....                   |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5 $\frac{1}{4}$         | Kirn .....                      | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | (Pier.) .....                   |                         |                  | Here turn to <i>l.</i> towards the shore (forward, see note <i>a</i> ), having a capital run round in front of the coast villas to Dunoon. The road rises up a narrow street from the shore, at end of the East Bay, and enters Argyll St.; turn to <i>l.</i> , downhill, to pier. Good surface from Sandbank, but apt to be lumpy in parts, owing to the constant coach traffic.                                                                                                                                                                                                                                                                                                                                                       |
| 4                       | Dunoon.....                     | 1 $\frac{1}{4}$         | 20 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                         | (Pier.) .....                   |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3 $\frac{1}{2}$         | Head of Wellington Street ..... | $\frac{1}{2}$           |                  | Pass along shore at base of Castle Hill, and bear to <i>r.</i> , up a narrow ascending road, take second turn to <i>l.</i> , entering the western portion of the town, and turn again to <i>l.</i> down Wellington St., road falling gradually to the shore. Thence a delightful, gently undulating road by the coast, very picturesque and having a capital surface, towards Innellan.                                                                                                                                                                                                                                                                                                                                                 |



## Route 265.

**STRACHUR PIER TO DUNOON AND INNELLAN**

—continued.

| Miles from<br>Innellan. | Places on the<br>Road.           | Mileage.                |        | General description of the Road.                                        |
|-------------------------|----------------------------------|-------------------------|--------|-------------------------------------------------------------------------|
|                         |                                  | Inter-<br>medi-<br>ate. | Total. |                                                                         |
|                         | <b>INNELLAN</b> .....<br>(Pier.) | 3½                      | 24¾    | (For continuation to Toward and Loch Striven side, see note <i>b</i> .) |

**STRACHUR PIER TO INNELLAN.** *Reverse.*—Proceed by the coast, northwards, to Dunoon, entering that town by Wellington St. At head of this street bear to *r.*, and take second street on *r.*, going down a narrow winding road to base of the Castle Hill and the pier. Keep forward, passing the Argyll Hotel on *r.*, and ascending Argyll St.; then turn to *r.* down a narrow street to the East Bay, and following the coast road round to Ardnadam, beyond which turn up *l.* into Sandbank, and, opposite Free Ch., round to *r.* through the village. At fork-roads at Dalinlongart keep to *r.*, and keep again to *r.* ¼ m. after crossing the R. Little Eachaig. Beyond Cothouse Inn the R. Eachaig is passed over, and the road leads sharp *l.* just beyond. Before Whistlefield Inn keep to *l.*, thence an easily-followed road to Strachur village, before which, a short steep descent, with nasty turn at foot, requires careful riding.

**EDITOR'S NOTES.**—(*a*) There is a shorter road to Dunoon from Sandbank than that round by Hunter's Quay, but it is not so level and is not so frequently used. Keep forward at the Free Ch., having a rather stiff climb for ¾ m. Loch Loskin is passed on *r.* and the road descends (keep to *r.* at fork) towards Dunoon, is fairly level into Argyll St., and falls gently to the pier, the distance being 2¾ m. from Sandbank village.

(*b*) Beyond Innellan the road follows the coast to Toward, before which, at the fork, it goes to *r.* round the grounds of Castle Toward, ascends to Achavoulin, beyond which it is undulating for 1½ m., and falls rapidly down a dangerous descent to Loch Striven side, and turns *r.* along the shore to Inverchaolain Ch. and Glenstriven House. Beyond this the road, as such, does not go—connection with Route 267 at the head of the loch being by a very rough footpath, where cycles must be carried. Total distances from Innellan Pier—Toward fork-roads, 2½ m.; Achavoulin, 4½; Inverchaolain Ch., 9¾; Glenstriven House, 11¾. Very good road to Toward, then fairly good to Glenstriven House.

**ROUTE 266. STRACHUR PIER TO ROTHESAY.**

(Via Colintraive.)

A very poor road after Leanach, from which point it climbs over the moorland and descends the wild and lonely Glendaruel. The surface is variable, and ranges from good (in Bute) to very loose and bad above Dunans. The scenery, especially in Glendaruel and at the Kyles of Bute, is remarkably fine.

| Miles from<br>Rothesay. | Places on the<br>Road.                    | Mileage.                |        | General description of the Road.                                                                                                              |
|-------------------------|-------------------------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                           | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                               |
| 32                      | <b>STRACHUR PIER</b> .....<br>(Creggans.) | ...                     | ...    | Route 264 to Leanach.                                                                                                                         |
| 27½                     | Leanach .....                             | 4½                      | 4½     | Here turn to <i>l.</i> up a very steep, long hill to the summit of the moors; bad surface. From the top there is a long very rough descent to |
| 25½                     | ↑ Summit .....                            | 2½                      |        |                                                                                                                                               |

Route 266. **STRACHUR PIER TO ROTHESAY**—*continued.*

| <i>Miles from<br/>Rothesay.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------|--------------------------------|----------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 22 $\frac{1}{4}$                | Dunans .....                   | 3                                |                  | Dunans, beyond which the road forks. Take road to <i>L.</i> ( <i>r.</i> , see note), having steepish dip to a br., then easier over a second br. and past Garvie down Glendaruel to Kilmodan Ch. (on <i>r.</i> ). Very poor road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 21 $\frac{1}{8}$                | Garvie .....                   | $\frac{3}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 17 $\frac{3}{4}$                | Ardacheranbeg .....            | 3 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 16 $\frac{1}{2}$                | Kilmodan Church .....          | 1 $\frac{1}{2}$                  | 15 $\frac{1}{2}$ | At branch-roads beyond keep to <i>L.</i> ( <i>r.</i> , a terribly hilly road to Otter Ferry, on Route 264), with winding ascent towards branch-roads, where keep to <i>r.</i> ( <i>L.</i> , Route 267), crossing br. and descending to Springfield and the wooded shore of Loch Riddon. The road twice rises and falls, each time somewhat abruptly, before Colintrave, where keep to <i>r.</i> to pier for the ferry. After crossing to the opposite shore (Island of Bute) a good, level road is gained, which continues level, with good surface (except for tricyclists), for 4 m.; at one point there is a gate across the road, generally closed. Leaving the shore the road ascends to Ardmaleish, and descends a steep and rough hill to the shore again. Keep forward, round the head of Kames Bay, to Port Bannatyne. |
| 16                              | Fork-roads .....               | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 14                              | Branch-roads .....             | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 12 $\frac{1}{4}$                | Springfield House .....        | 1 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8 $\frac{1}{2}$                 | Colintrave .....               | 3 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8 $\frac{1}{4}$                 | Ferry Landing .....            | $\frac{1}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4 $\frac{1}{2}$                 | Corlaich .....                 | 3 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 3 $\frac{3}{4}$                 | Ardmaleish .....               | $\frac{3}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2                               | Port Bannatyne .....           | 1 $\frac{3}{4}$                  | 30               | Beyond the pier keep forward and follow tramline along the shore road into Rothesay. Rather lumpy surface after Port Bannatyne; tramline in centre of road for some part of the way.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                 | (Pier.)                        |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                 | ROTHESAY .....                 | 2                                | 32               | (For details of the other roads in Bute, see Routes 343 and 344.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                 | (Pier.)                        |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**STRACHUR PIER TO ROTHESAY.** *Reverse.*—From the pier follow tramline towards Port Bannatyne, having the shore on *r.* Beyond Port Bannatyne keep to *r.* at branch-roads and follow the coast for about a m. further, when the road turns inland up a hill and regains the coast beyond. The road ends at the ferry landing, where cross to Colintrave Pier, from which bear to *L.* At branch-roads 5 $\frac{1}{4}$  m. further bear to *L.*, then keep up the glen, having the R. Ruel on *L.*, to Garvie, beyond which cross br's. to Dunans. At Leanach bear to *r.*, thence an easily-followed road to Strachur Pier.

**EDITOR'S NOTE.**—The *r.* fork beyond Dunans may also be taken, but the road is not so preferable as that by Garvie. This alternative bit of road passes through several farm gates, passes Glendaruel House, crosses the R. Ruel, and rejoins the other road at the Clachan of Glendaruel, near Kilmodan Ch. Very poor surface.

## ROUTE 267. STRACHUR PIER TO DUNOON.

(Via Glendaruel.)

For first portion of this road see summary to Route 266. The climb over to Lochstrivenhead is very arduous, the surface being bad and the gradients steep. In Glen Lean, the road improves somewhat and is fairly good after Clachaig to junction with Route 265. Scenery very attractive in Glendaruel, at the head of Loch Striven, and towards the Holy Loch.

| Miles from Dunoon. | Places on the Road.         | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------|-----------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                             | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 33½                | STRACHUR PIER .....         | ...            | ...    | Route 266 for 18 m.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 15½                | Branch-roads .....          | 18             | 18     | Bear to <i>l.</i> up a long steep ascent, with very rough surface, and having gates across the road. Beyond the top of the hill there is an equally rough descent (very steep—I in 9) towards the head of Loch Striven. Round the shore of the loch the road is fairly level, but re-ascends into Glen Lean, rising to an altitude of over 400 ft., then undulates down the glen to the old powder mills at Clachaig, with a rather rapid fall, but better surface, to junction with Route 265 at Dalinlongart. |
| 14                 | ↑<br>Summit.....            | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 12¾                | ↓<br>Craigandraig.....      | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9½                 | ↑<br>Head of Glen Lean..... | 3¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6½                 | ↓<br>Clachaig .....         | 2¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5¼                 | ↓<br>Dalinlongart .....     | 1½             | 28¼    | Route 265 to Dunoon.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                    | DUNOON .....                | 5¼             | 33½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

STRACHUR PIER TO DUNOON (VIA GLENDARUEL). *Reverse.*—Reverse of Route 265 to Dalinlongart, where turn to *l.* Thence an unmistakable road to junction with Route 266, proceeding thence by reverse of that route.

## ROUTE 268.

### LOCHGOILHEAD TO INVERARAY.

This route consists principally of the rider having to climb for 2½ m. to the top of a very steep, rough hill, gaining thereby an altitude of 719 ft., and of immediately having to walk down (for riding is not advisable) an equally long and steep hill towards the level of Loch Fyne. For those who are not alarmed at such a prospect this road is permissible; for others it would perhaps be better avoided.

| Miles from Inveraray. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                           |
|-----------------------|---------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                            |
| 10¾                   | LOCHGOILHEAD .....  | ...            | ...    | Proceed northwards, passing ch. on <i>l.</i> , on a fairly level road, following the coach road, by the side of the stream flowing down into the loch, to Monevechadan Br., before which keep to <i>l.</i> (r., a very bad road connecting with Route 257), then ascending the wild and rugged Hell's Glen. Steep ascent at foot and near the summit, with |
|                       | (Pier.) .....       |                |        |                                                                                                                                                                                                                                                                                                                                                            |
| 8                     | Monevechadan.....   | 2¾             |        |                                                                                                                                                                                                                                                                                                                                                            |
|                       | ↑                   |                |        |                                                                                                                                                                                                                                                                                                                                                            |
|                       | ↑                   |                |        |                                                                                                                                                                                                                                                                                                                                                            |
|                       | ↑                   |                |        |                                                                                                                                                                                                                                                                                                                                                            |

# Route 268. LOCHGOILHEAD TO INVERARAY—*continued.*

| Miles from Inveraray. | Places on the Road.                    | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                               |
|-----------------------|----------------------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                        | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                |
| 5½                    | ↑<br>Summit .....<br>(Hangman's Hill.) | 2½             |        | a continuous gradient between. From the head of the glen there is an extremely dangerous zig-zag descent (on which avoid a road to L.) towards Route 264, on meeting which turn to L., descending to St. Catherine's Ferry. Very rough surface before junction with Route 264. |
| 4¼                    | Road junction ...                      | 1¼             |        |                                                                                                                                                                                                                                                                                |
| 2¼                    | Tighecladich .....                     | 2              |        |                                                                                                                                                                                                                                                                                |
| 1½                    | St. Catherine's.....<br>(Pier.)        | ¾              | 9½     | From the pier here there is direct communication by ferry-boat with Inveraray, which lies on the opposite shore of the loch.                                                                                                                                                   |
|                       | Ferry.                                 |                |        |                                                                                                                                                                                                                                                                                |
|                       | INVERARAY .....                        | 1½             | 10¾    |                                                                                                                                                                                                                                                                                |

LOCHGOILHEAD TO INVERARAY. *Reverse.*—Ferry to St. Catherine's pier, from which bear L. by the shore. At 2½ m. further turn sharp r. up a zig-zag ascent to head of Hell's Glen; thence follow the coach road by Monevechadan Br. down to Lochgoilhead.

## ROUTE 269.

### HELENSBURGH TO TARBET.

(Via Garelochhead.)

A capital road, running amid the most varied and delightful scenery, with long, almost level stretches by the loch sides. The climb between the Gare Loch and Loch Long is very steep and practically unrideable.

| Miles from Tarbet. | Places on the Road.     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                            |
|--------------------|-------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                             |
| 8¾                 | HELENSBURGH .....       | ...            | ...    | From the pier, having shore on L., proceed along Clyde St., with a level road to Row, just beyond which village keep to r. along the base of a triangular bit of land jutting out into the loch. Capital running, almost level, by the shore of the Gare Loch to Garelochhead. Excellent surface.                           |
| 6¾                 | Row .....               | 2              |        |                                                                                                                                                                                                                                                                                                                             |
| 3¾                 | Shandon .....           | 3              |        |                                                                                                                                                                                                                                                                                                                             |
| 1¾                 | Garelochhead Pier ..... | 2              |        | Keep forward up the very steep hill (in parts 1 in 12-17), reaching the top at Whistlefield and descending beyond, at first easily then steeply, to Ardarroch, beyond which the shore of Loch Long is reached. Pleasant undulating run, with high hills on r., and the waters of the loch on L., to Arrochar; good surface. |
| 1¼                 | Garelochhead .....      | ½              | 7½     |                                                                                                                                                                                                                                                                                                                             |
| 0¾                 | ↑<br>Whistlefield ..... | 1              |        |                                                                                                                                                                                                                                                                                                                             |
| 3¾                 | Ardarroch .....         | 1¾             |        | Do not pass through the village, but turn sharp r.                                                                                                                                                                                                                                                                          |
| 7¾                 | Glenmaltan .....        | 1              |        |                                                                                                                                                                                                                                                                                                                             |
| 3¾                 | Arday .....             | 4¾             |        |                                                                                                                                                                                                                                                                                                                             |
| 1¾                 | Arrochar .....          | 1¾             | 17¼    |                                                                                                                                                                                                                                                                                                                             |

Route 269. **HELENSBURGH TO TARBET**—*continued.*

| Miles from<br>Tarbet. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                          |
|-----------------------|------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                           |
| $\frac{1}{2}$         | Arrochar & Tarbet Sta. | 1                       |                  | ascending the glen, road running southwards for about $\frac{1}{4}$ m., then bending due E. Arrochar and Tarbet Sta., on the W. Highland Rly., is passed just beyond the top of the ascent, the road falling gently from thence towards Loch Lomond, and having a sharp bend to r. before hotel and pier. |
|                       | TARBET HOTEL .....     | $\frac{1}{2}$           | 18 $\frac{3}{4}$ | (Route 272 met here.)                                                                                                                                                                                                                                                                                     |

**HELENSBURGH TO TARBET.** *Reverse.*—Bear to l. up the glen, leaving Loch Lomond on r. At Arrochar turn sharply to l., then follow shore of Loch Long to Ardarroch; *dangerous* hill before Garelochhead. Easily-followed road to Helensburgh.

**ROUTE 270. GARELOCHHEAD TO DUNOON.**

This route skirts the shores of the inland sea lochs most of the way and is, therefore, for the greater part, level. The only hill of any consequence is that passed over beyond Roseneath. The surface is good throughout, and the views over the lochs are very fine.

| Miles from<br>Dunoon. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                         |
|-----------------------|------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                          |
| 29 $\frac{1}{4}$      | GARELOCHHEAD .....     | ...                     | ...              | Proceed northwards out of the village as in Route 269 and turn sharply to l. in $\frac{1}{2}$ m. over a level road by the loch side to Clynder. Capital surface.                                                                         |
| 28                    | Glenald .....          | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                          |
| 27 $\frac{1}{2}$      | Mambeg .....           | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                          |
| 27                    | Oakbank .....          | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                          |
| 26 $\frac{1}{4}$      | Rahane Ferry .....     | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                          |
| 24 $\frac{1}{4}$      | Clynder .....          | 2                       | 5                | Slight rise to Roseneath, followed by a m. of easy running, then a fairly steep ascent (about 1 in 14) and a <i>dangerous</i> descent on other side (on which keep to l.) down to Kilcreggan. Good surface; fair on the hills.           |
| 23 $\frac{1}{2}$      | Roseneath .....        | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                          |
| 22                    | ↑ Summit .....         | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                          |
|                       | ↓                      |                         |                  |                                                                                                                                                                                                                                          |
| 21 $\frac{1}{4}$      | Kilcreggan .....       | $\frac{3}{4}$           | 8                | Easy running by the shore on a gently undulating road to the ferry at Coulpport. Good surface.                                                                                                                                           |
|                       | (Pier.) .....          |                         |                  |                                                                                                                                                                                                                                          |
| 19 $\frac{1}{4}$      | Cove .....             | 2                       |                  | At ferry landing stage on l. the road stops; cross Loch Long by the small boat to Ardentinnny.                                                                                                                                           |
|                       | (Pier.) .....          |                         |                  |                                                                                                                                                                                                                                          |
| 15 $\frac{1}{2}$      | Coulpport .....        | 3 $\frac{3}{4}$         | 13 $\frac{3}{4}$ |                                                                                                                                                                                                                                          |
|                       | Ferry.                 |                         |                  | Bear to l. from pier (r., see note a) on a level good road by the shore to Blairmore and Strone and round Strone Point (b) and by the Holy Loch to junction with Route 265, where turn l. near the br. over the R. Eachaig. Good surface |
| 14 $\frac{1}{4}$      | Ardentinnny .....      | 1 $\frac{1}{4}$         | 15               |                                                                                                                                                                                                                                          |
|                       | (Pier.) .....          |                         |                  |                                                                                                                                                                                                                                          |
| 10 $\frac{1}{2}$      | Blairmore .....        | 3 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                          |
| 9 $\frac{1}{2}$       | Strone .....           | 1                       |                  |                                                                                                                                                                                                                                          |
| 8                     | Kilmun .....           | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                          |
| 7                     | Kilmun Home .....      | 1                       |                  |                                                                                                                                                                                                                                          |



Route 270. **GARELOCHHEAD TO DUNOON**—*continued.*

| <i>Miles from Dunoon.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i> |
|---------------------------|----------------------------|-----------------------|---------------|-----------------------------------------|
|                           |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                         |
| 6½                        | Cothouse Inn .....         | ½                     | 22¾           | Route 265 to Dunoon.                    |
|                           | <b>DUNOON</b> .....        | 6½                    | 29½           |                                         |

**GARELOCHHEAD TO DUNOON.** *Reverse.*—Reverse of Route 265 to road junction after Cothouse Inn. Turn *r.*, having Holy Loch on *r.*, and follow coast to Ardentinny. Cross ferry to Coulpport. Beyond Kilcreggan ascend the steep hill and keep forward to Roseneath, thence unmistakable to head of the Gare Loch, where bear to *r.* to Garelochhead.

**EDITOR'S NOTES.**—(a) Ardentinny to Whistlefield Inn (on Route 265). On reaching the pier, after crossing from Coulpport, bear to *r.*, road leaving the shore. Keep forward up Glen Finart, with a very steep climb to summit and an equally steep and dangerous descent (1 in 8) to Whistlefield. Very rough road. Distance, 5 m.

(b) The ferry between Strone Pier and Hunter's Quay shortens this route considerably.

**ROUTE 271. HELENSBURGH TO LUSS.**

A direct link from the coast road at Helensburgh with Route 257. Hilly as far as the road junction near Loch Lomond side, with variable surface, but affording capital running from thence to Luss.

| <i>Miles from Luss.</i> | <i>Places on the Road.</i>           | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------|--------------------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                      | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 9                       | <b>HELENSBURGH</b> ... ..<br>(Pier.) | ...                   | ...           | From pier, having shore on <i>r.</i> , take second turn on <i>L.</i> and leave by Sinclair St., passing West Highland Rly. and ascending a long steep hill (1 in 15) out of the town. Beyond the summit the road is undulating, with one or two sharp rises and falls; keep forward, avoiding all branch and cross-roads, to junction with Route 257 beyond Blairglas. Fairly good road at first, then rather indifferent for a m. or two; excellent towards Luss. |
| 7½                      | ↑<br><b>Summit</b> .....             | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4                       | <i>Blairglas</i> .....               | 3½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3½                      | <i>Road junction</i> .....           | ½                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                         | <i>Route 257.</i>                    |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                         | <b>LUSS</b> .....                    | 3½                    | 9             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**HELENSBURGH TO LUSS.** *Reverse.*—Reverse of Route 257 for 3½ m. S. of Luss, when turn to *r.*; thence an unmistakable road to Helensburgh, with dangerous hill into that town.

## ROUTE 272.

## TARBET HOTEL TO CRIANLARICH.

One of the most attractive roads in Scotland, leading through the most varied and striking scenery—at first penetrating the wooded shores of Loch Lomond, then ascending the rugged Glen Falloch. A practically level road for 11 m., to the foot of the glen, with very fine surface.

| Miles from Crianlarich | Places on the Road.     | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------|-------------------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                         | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 16 $\frac{3}{4}$       | TARBET HOTEL .....      | ...             | ...              | Follow the road skirting the western shore of Loch Lomond. Very gentle undulations to Inveruglas, where a stream is crossed, and beyond which there is a rise and fall, the road regaining the shore of the loch a short way beyond. A delightfully smooth, winding, very picturesque road, running between the westward slopes of Ben Vorlich and the waters of Loch Lomond, runs at an almost dead level towards Ardlui and Inverarnan, with excellent surface throughout. After a m. of easy riding the ascent of Glen Falloch begins and is continuous for 4 m., but at no point very difficult. Near the head of the glen the road is fairly level for $\frac{1}{2}$ m., then re-ascends slightly and falls towards Crianlarich. In Glen Falloch the road, river, and rly. run parallel most of the way. The surface is capital to beyond Inverarnan and remains fairly good on the whole to Crianlarich. (Route 256 joined here.) |
| 13                     | Inveruglas.....         | 3 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11 $\frac{1}{4}$       | Ardvorlich .....        | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10                     | (The Pulpit Rock) ..... | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 9 $\frac{1}{4}$        | Stuckindroin .....      | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8 $\frac{1}{2}$        | Ardlui Hotel.....       | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7 $\frac{1}{2}$        | Garabai .....           | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6 $\frac{3}{4}$        | Inverarnan .....        | $\frac{3}{4}$   | 10               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4 $\frac{3}{4}$        | Dalfigglen.. .....      | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                        | CRIANLARICH .....       | 4 $\frac{3}{4}$ | 16 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                        | (Hotel.)                |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

TARBET HOTEL TO CRIANLARICH. *Reverse*.—Leaving the hotel at Crianlarich proceed S. towards the head of Glen Falloch, road running parallel with the West Highland Rly. ; thence unmistakable down the glen and by Loch Lomond side to Tarbet.

## ROUTE 273.

## CALLANDER TO THE TROSSACHS AND LOCH LOMOND.

Though this road is merely a succession of short rises and falls, and the surface loose and inferior, it is one of the most frequented routes in Scotland, leading as it does through the exquisite scenery that forms the background of "The Lady of the Lake." The road is a narrow one and careful riding is necessary when the heavy tourist coaches are met or overtaken.

| Miles from Invernaid. | Places on the Road. | Mileage.       |        | General description of the Road.                                                            |
|-----------------------|---------------------|----------------|--------|---------------------------------------------------------------------------------------------|
|                       |                     | Inter-mediate. | Total. |                                                                                             |
| 21                    | CALLANDER .....     | ...            | ...    | Leave westward, passing the Dreadnought Hotel on r. and crossing rly. at Kilmahog—as far as |
|                       | (Square.)           |                |        |                                                                                             |

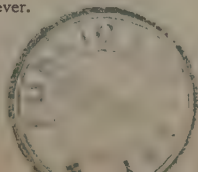
# Route 273. CALLANDER TO THE TROSSACHS AND LOCH LOMOND—continued.

| Miles from<br>Inversnaid. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 19 $\frac{3}{4}$          | Kilmahog .....         | 1 $\frac{1}{4}$         |        | which the road is nearly level—turn sharp <i>L.</i> and cross br., bearing round to <i>r.</i> when over, road ascending stiffly. Undulating to Coilantogle and descending, beyond, to a small stream bearing the long name—Allt Gleann Baille Mhìlinn. Then a succession of sharp, tantalising ups and downs by the shore of Loch Vennachar, with a steep, loose ascent near Lanrick Mead and a quick downhill run to Brig o' Turk. This hill should be ridden with caution. Cross the br., road being easy at first then rising and failing before the Trossachs Hotel. Loose surface, inclined to be soft, and much cut up with constant coach traffic.                                                                                                                                                                                                                              |
| 18 $\frac{1}{4}$          | Coilantogle .....      | 1 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 16 $\frac{3}{4}$          | Bargarie .....         | 1 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 15 $\frac{1}{4}$          | Lanrick Mead .....     | 1 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | ↑                      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 14                        | Brig o' Turk .....     | 1 $\frac{1}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 12 $\frac{3}{4}$          | Trossachs Hotel .....  | 1 $\frac{1}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 11 $\frac{1}{4}$          | Trossachs Pier .....   | 1 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5                         | Stronachlachar .....   | 6 $\frac{1}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | (Pier.)                |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4 $\frac{1}{4}$           | ↑ Road junction ...    | $\frac{3}{4}$           |        | 8 $\frac{1}{4}$ Keep forward, having Loch Achray on <i>r.</i> , to road junction, where keep to <i>r.</i> ( <i>L.</i> , see note <i>a</i> ). Ascend for $\frac{1}{2}$ m. into the beautiful Trossachs Glen, then an easier road to the pier ( <i>r.</i> , see note <i>b</i> ). Embark on the "Rob Roy" steamer and sail down Loch Katrine to Stronachlachar pier, where the steamer stops. From the pier, passing hotel on <i>L.</i> , there is a steep ascent towards junction with Route 274. Keep forward, passing Loch Arklet on <i>L.</i> , on a rough inferior road over the moorland to Inver. At $\frac{1}{2}$ m. further the long, winding, almost precipitous descent to Inversnaid begins. This hill is very dangerous and should not be ridden down. At the pier on Loch Lomond the road ends and steamer may be taken for Ardlui (on Route 272) or Tarbet (on Route 257). |
| 1                         | Inver .....            | 3 $\frac{1}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | ↓                      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | ↓                      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | ↓                      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | INVERSNDAID .....      | 1                       | 21     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | (Hotel.)               |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**CALLANDER TO LOCH LOMOND.** *Reverse.*—Walk up the steep hill and at top keep forward, passing Route 274 on *r.* at end of Loch Arklet. "Rob Roy" steamer to the Trossachs pier. Leaving the pier go forward through the Trossachs to the hotel on *L.* An easily followed road to Kilmahog, where turn sharp *r.* towards Callander.

**EDITOR'S NOTES.**—(*a*) The road to *L.* leads over the hill to Aberfoyle. It is used by the coaches, but is at present (1897) closed to cyclists.

(*b*) There is *no* road round Loch Katrine to Stronachlachar. The "Silver Strand," a short way along the loch side, may be ridden to, however.



## ROUTE 274.

## ABERFOYLE TO LOCH LOMOND.

This is a very arduous road for 10 m., with roughish surface in parts. Beyond the summit it is good, but becomes again rough towards Inversnaid. The scenery is magnificent throughout.

| Miles from<br>Inversnaid. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------|------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 15                        | ABERFOYLE<br>(Hotel.)  | ...                     | ...    | From the hotel proceed due westward, road fairly level for a m., then ascending to beyond Milton, and undulating through the Pass of Aberfoyle, with successive rise and fall by Loch Ard to Kinlochard. In $\frac{1}{2}$ m. there is a stiff ascent and a sharp winding fall on the other side to a small br. The road now steadily ascends through well wooded ground to Loch Chon, where it becomes again undulating. Surface good out of Aberfoyle; fair, but loose and rough in parts, after Kinlochard. From Loch Chon there is a long stiffish climb for $1\frac{1}{2}$ m., then a good downhill run, on improving surface, to the gate across the road near junction with Route 273. On joining that route bear to L. (r., to Stronachlachar). Very poor surface from road junction to Inversnaid. The dangerously steep hill to the side of Loch Lomond must be walked down. |
| 13 $\frac{3}{4}$          | Milton .....           | 1 $\frac{1}{4}$         | ...    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 12                        | Glashart.....          | 1 $\frac{3}{4}$         | ...    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11 $\frac{1}{2}$          | Lochard .....          | $\frac{1}{2}$           | ...    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10 $\frac{1}{2}$          | Kinlochard .....       | 1                       | ...    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                           | ↑                      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5 $\frac{1}{4}$           | Summit.....            | 5 $\frac{1}{4}$         | ...    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4 $\frac{1}{4}$           | Road junction .....    | 1                       | ...    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                         | Inver .....            | 3 $\frac{1}{4}$         | ...    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                           | ↓<br>↓<br>↓<br>↓       |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                           | INVERRNAID<br>(Hotel.) | 1                       | 15     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**ABERFOYLE TO LOCH LOMOND.** *Reverse.*—Walk up the steep hill and keep forward to road junction beyond Loch Arklet. Here turn r., passing through the gate at county boundary. An unmistakable road to Aberfoyle.

## ROUTE 275.

## DALMALLY TO PORT SONACHAN.

An excessively hilly bit of road, but strikingly picturesque. Most of the hills must be walked up and the descents ridden with caution. For continuation by loch side beyond Port Sonachan, see note below.

| Miles from<br>Pt. Sonachan. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                            |
|-----------------------------|------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                             |
| 9 $\frac{3}{4}$             | DALMALLY<br>(Hotel.)   | ...                     | ...    | Passing westwards with hotel on L., ascend a stiff hill to rly. sta. and pass over rly.; short rise and fall, then long steep ascent for over a m., followed by a very steep descent on the other side, with a short level break in the middle, towards the Teatle Water, which is crossed. |
| 9                           | Dalmally Station.....  | $\frac{3}{4}$           | ...    |                                                                                                                                                                                                                                                                                             |
|                             | ↑                      |                         |        |                                                                                                                                                                                                                                                                                             |

# Route 275. DALMALLY TO PORT SONACHAN—continued.

| Miles from<br>Pt. Sonachan | Places on the<br>Road.          | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------|---------------------------------|-------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                 | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                            |                                 |                         |                 | Road re-ascends, with rather stiff bit near top of hill for $\frac{1}{2}$ m., then falls, crossing a small stream and going through plantations, skirts grounds of Inistrynich House and passes Inishail Ch. (both on <i>r.</i> ). Descent ends near the ch., road again rising, at first rather steeply, then easier and falls rapidly to the br. at Cladich. Rough surface.                                                                                                      |
| 4 $\frac{3}{4}$            | Inishail Church .....           | 4 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3 $\frac{1}{4}$            | Cladich .....                   | 1 $\frac{1}{2}$         | 6 $\frac{1}{2}$ | Cross the br. and at fork-roads, a short distance beyond, keep to <i>r.</i> ( <i>L.</i> , Route 257) easy running for a m., to a br. over a stream, then very steep climb for $\frac{1}{2}$ m. at a gradient about 1 in 11 in parts. Very steep descent on the other side, about 1 in 13, to another br., followed by a short rise, and then declining to the level by the shore of Loch Awe and Port Sonachan Hotel. Surface loose and rough on the hills, but good on the level. |
|                            | PORT SONACHAN .....<br>(Hotel.) | 3 $\frac{1}{4}$         | 9 $\frac{3}{4}$ | (A ferry-boat crosses the loch to Taychreggan Hotel for the Glen Nant road. See Route 257.)                                                                                                                                                                                                                                                                                                                                                                                        |

**DALMALLY TO PORT SONACHAN.** *Reverse.*—Having hotel on *r.* and loch on *L.*, proceed eastwards. At branch-roads before Cladich bear to *L.*; thence unmistakable to Dalmally. Descend towards the sta. with caution.

**EDITOR'S NOTE.**—A narrow road passes along the E. side of the loch from Port Sonachan to Ford Inn by Portinsherrich, is rough and hilly in parts, but leads through some very fine scenery. S. of Ford Inn it joins Route 258, and is of good surface. Port Sonachan to Ford, about 18 m., and about 22 m. to junction with Route 258 near Kilmartin.

## ROUTE 276. DUNBLANE TO CRIEFF.

Comparatively easy gradients on the whole, the dip to Bishop's Br. being the most noticeable. The surface is very good throughout, the road being well and firmly made. Some very fine views are obtained from the higher ground and near Muthill.

| Miles from<br>Crieff. | Places on the<br>Road.                | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                           |
|-----------------------|---------------------------------------|-------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                                       | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                            |
| 16 $\frac{1}{2}$      | DUNBLANE .....                        | ...                     | ...             | Route 176 to Greenloaning.                                                                                                                                                                                                                                                 |
| 11                    | Greenloaning .....<br>(Branch-roads.) | 5 $\frac{1}{2}$         | 5 $\frac{1}{2}$ | Keep forward at branch-roads (d.p.) descending to sta., where rly. is crossed and hotel passed on <i>L.</i> Long, straight, lumpy stretch of road to Braco. Pass through the village, bear <i>r.</i> over the Knaik Water and go round to <i>L.</i> , passing the splendid |
| 9 $\frac{3}{4}$       | Braco .....                           | 1 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                            |



## Route 276.

**DUNBLANE TO CRIEFF**—*continued.*

| Miles from<br>Crieff. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------|------------------------|-------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 9 $\frac{1}{4}$       | Roman Camp .....       | $\frac{1}{2}$           |                  | Ardoch Roman Camp on <i>r.</i> Road undulating, with good surface, through trees, then easy to beyond road junction, when keep forward ( <i>L.</i> , Route 277). Steady rise towards branch-roads where bear to <i>r.</i> The hilly road ahead at the branch-roads is the old road over to Muthill. There is now a well-graded ascent to summit with capital surface.                                               |
| 9                     | Road junction .....    | $\frac{1}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 8 $\frac{1}{4}$       | Branch-roads .....     | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7                     | Summit.....            | 1 $\frac{1}{4}$         | 9 $\frac{1}{2}$  | From the hill top there is a splendid downhill run for 2 m.; road bends to <i>r.</i> at branch-roads, then descends rather quickly to Bishop's Br., where there is a somewhat awkward turn to <i>L.</i> —care necessary. Short stiff ascent from the br., having the grounds of Culdees Castle on <i>r.</i> Gradual descent to Muthill, with a fine view, <i>r.</i> , of the hills above Crieff. Very good surface. |
| 4 $\frac{3}{4}$       | Bishop's Bridge .....  | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       |                        |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3 $\frac{1}{4}$       | Muthill .....          | 1 $\frac{1}{2}$         | 13 $\frac{1}{4}$ | Bear round to <i>r.</i> in the village, then to <i>L.</i> , and again to <i>r.</i> on leaving. Descent for $\frac{1}{2}$ m., passing entrance to Drummond Castle on <i>L.</i> Thence a straight, undulating road, with good surface, to Bridgend, where bear <i>r.</i> , cross the R. Earn and enter Crieff; rly. sta. passed on <i>r.</i> Very stiff climb in the town up to the Square.                           |
| 2 $\frac{1}{4}$       | Drummond Castle .....  | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| $\frac{3}{4}$         | Bridgend .....         | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | CRIEFF .....           | $\frac{3}{4}$           | 16 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | (Square.)              |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                     |

**DUNBLANE TO CRIEFF.** *Reverse.*—From Square go down the steep hill towards rly. sta., which is passed on *L.* At Bridgend bear *L.* Into Muthill turn *L.*, bear *r.* in the village and leave, going round to *L.*, passing the green on *r.* At fork-roads at top of hill from Bishop's Br. keep to *r.* An easily-followed road to Greenloaning and Dunblane, the latter portion as in reverse of Route 176.

**ROUTE 277. DUNBLANE TO COMRIE.**

Very good road to Braco, then poorer surface over the moor. The descent towards Comrie has several sharp bends, but is well graded and affords a good downhill run. Some fine hill views on the descent from the summit.

| Miles from<br>Comrie. | Places on the<br>Road. | Mileage.                |                 | General description of the Road.                                                                                                                                                                          |
|-----------------------|------------------------|-------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                           |
| 17 $\frac{3}{4}$      | DUNBLANE .....         | ...                     | ...             | Routes 176 and 276 to Braco.                                                                                                                                                                              |
| 11                    | Braco .....            | 6 $\frac{3}{4}$         | 6 $\frac{3}{4}$ | Keep forward as in Route 276 to road junction where turn sharp <i>L.</i> having the Knaik Water on <i>L.</i> Steady ascent for 3 m. to Greenscares, where the summit is reached at nearly 800 feet. Leave |
| 10                    | Road junction .....    | $\frac{5}{4}$           |                 |                                                                                                                                                                                                           |
| 7 $\frac{1}{4}$       | Greenscares .....      | 3                       |                 |                                                                                                                                                                                                           |

## Route 277.

**DUNBLANE TO COMRIE**—*continued.*

| <i>Miles from<br/>Comrie.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                     |
|-------------------------------|--------------------------------|----------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                             |
| $6\frac{1}{2}$                | Langside .....                 | $\frac{3}{4}$                    |                 | running for 3 m., then a quick descent at first but becoming more gradual towards Blairinroar cross-roads, then again descending quickly, the road winding on a well-graded hill towards cross-roads, where turn <i>L.</i> by Dalginross over the R. Earn into Comrie. Fairly good surface, though loose and roughish in parts.<br>(Route 279 joined here.) |
|                               | ↓                              |                                  |                 |                                                                                                                                                                                                                                                                                                                                                             |
| $2\frac{1}{2}$                | Blairinroar .....              | 4                                |                 |                                                                                                                                                                                                                                                                                                                                                             |
|                               | ↓                              |                                  |                 |                                                                                                                                                                                                                                                                                                                                                             |
| $\frac{1}{2}$                 | Dalginross.....                | 2                                |                 |                                                                                                                                                                                                                                                                                                                                                             |
|                               | COMRIE .....                   | $\frac{1}{2}$                    | $17\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                             |

**DUNBLANE TO COMRIE.** *Reverse.*—Leave due S. and cross R. Earn. Just beyond Dalginross turn *L.* at cross-roads, then keep to *r.* on a winding, well-graded ascent. At junction with Route 276 bear *r.* to Braco, thence as in reverse of Route 176 from Greenloaning.

**ROUTE 278. RUMBLING BRIDGE TO CRIEFF.**

Hilly on the whole, but the gradients, especially in Glen Devon and Glen Eagles, are splendidly engineered. Very picturesque in the two glens mentioned and at Rumbling Bridge and Crieff.

| <i>Miles from<br/>Crieff.</i> | <i>Places on the<br/>Road.</i>          | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                             |
|-------------------------------|-----------------------------------------|----------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                         | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                     |
| $19\frac{3}{4}$               | RUMBLING BRIDGE ...<br>(Hotel.)         | ...                              | ...             | From the bridge, proceeding northwards, short sharp ascent to the hotel at cross-roads. Keep straight on, road undulating for about $\frac{3}{4}$ m., then ascending, steeply, to cross-roads at the Yetts of Muckart. Good surface.                                                                                                                |
|                               | ↑                                       |                                  |                 |                                                                                                                                                                                                                                                                                                                                                     |
| $18\frac{1}{4}$               | Yetts of Muckart.....<br>(Cross-roads.) | $1\frac{1}{2}$                   | $1\frac{1}{2}$  | Here keep to <i>L.</i> at fork ahead (sharp <i>L.</i> , Route 174; <i>r.</i> , to Milnathort) and again to <i>L.</i> at next fork, continuing forward on a gradual ascent to head of Glen Eagles, when there is a long capital descent on good surface towards Loaninghead, with a rise over <i>rly.</i> to that point.                             |
| 16                            | Glendevon Inn.....                      | $2\frac{1}{4}$                   |                 |                                                                                                                                                                                                                                                                                                                                                     |
|                               | ↓                                       |                                  |                 | Pleasant, easily undulating bit of road to the fork, where keep <i>L.</i> , then ascending for $\frac{1}{2}$ m., followed by a long downhill run for $2\frac{1}{2}$ m., beyond which re-ascending, passing two cross-roads and bending towards <i>L.</i> to junction with Route 276, where bear to <i>r.</i> down to Bishop's Bridge. Good surface. |
| 10                            | Loaninghead .....                       | 6                                | $9\frac{3}{4}$  |                                                                                                                                                                                                                                                                                                                                                     |
|                               | (Cross-roads.)                          |                                  |                 | Route 276 to Crieff.                                                                                                                                                                                                                                                                                                                                |
| $4\frac{3}{4}$                | Bishop's Bridge .....                   | $5\frac{1}{4}$                   | 15              |                                                                                                                                                                                                                                                                                                                                                     |
|                               | CRIEFF .....                            | $4\frac{3}{4}$                   | $19\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                     |
|                               | (Square.)                               |                                  |                 |                                                                                                                                                                                                                                                                                                                                                     |

**RUMBLING BRIDGE TO CRIEFF.** *Reverse.*—As in reverse of Route 276 to branch-roads at Bridgehill, near the top of the hill beyond the Machany Water. Here turn to *L.* and avoid all cross and branch roads. At Loaninghead cross-roads keep straight on towards Glen Eagles, and proceed up that glen and down Glen Devon to Yettis of Muckart cross-roads. Here keep to *L.* at fork, ahead, thence straightforward to Rumbling Bridge. Hill beyond the Yettis must be descended with care.

## ROUTE 279. PERTH TO CRIEFF AND LOCHEARNHEAD.

One of the best roads in Scotland, and passing through most picturesque scenery, especially beyond Crieff and on Loch Earn side. Very easy gradients after Crieff.

| <i>Miles from<br/>Lochearnhead.</i> | <i>Places on the<br/>Road.</i>   | <i>Mileage.</i>                 |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------|----------------------------------|---------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                     |                                  | <i>Inter-<br/>medi-<br/>ate</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 36½                                 | Perth .....<br>(City Chambers.)  | ...                             | ...           | Route 210 to the fork roads 1 m. out.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 35½                                 | <i>Fork-roads</i> .....          | 1                               | 1             | Short rise and fall, then ascending for $\frac{3}{4}$ m. and level by Huntingtower to near Almondbank Sta. and descending to a br., where keep <i>L.</i> , avoiding a road to <i>r.</i> Uphill for over $\frac{1}{4}$ m. then level for $\frac{3}{4}$ m., followed by an ascent of 1 m. towards Methven. Keep to <i>L.</i> at fork roads, descending to the village. Splendid surface.                                                                                                                                                                                                                                                           |
| 33¾                                 | <i>Huntingtower</i> .....        | 1¾                              |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 32¾                                 | Almondbank Station ...           | 1                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                     |                                  |                                 |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 30                                  | Methven .....                    | 2¾                              | 6½            | Slight rise from the br. to beyond Dalbarber, then finely graded undulating ascent for $4\frac{1}{2}$ m., avoiding all roads to <i>r.</i> leading to Foulis Wester—which lies off this road, N. Descent to a small stream, then re-ascending towards Gilmerton, skirting, on <i>L.</i> , grounds of Abercainrey. Excellent surface.                                                                                                                                                                                                                                                                                                              |
| 28                                  | Dalbarber .....                  | 2                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                     | [Foulis Wester $\frac{1}{2}$ m.] |                                 |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 21                                  | Gilmerton .....                  | 7                               | 15½           | Pass through southern end of village ( <i>r.</i> , Route 281, and road to Monzie, see note). Undulating descent for $\frac{1}{2}$ m., keeping to <i>r.</i> at branch-roads; road now re-ascending for over $\frac{1}{2}$ m. and falling into Crieff, passing St. Columba's Episcopal Ch. on <i>r.</i> Bear to <i>r.</i> into the town, to the Square. Excellent surface. (Route 276 joined here).                                                                                                                                                                                                                                                |
| 19                                  | Crieff.....<br>(Square.)         | 2                               | 17½           | Proceeding a short distance due W. from the Square, bear to <i>r.</i> and keep straight on, avoiding branch-roads to <i>r.</i> and <i>L.</i> ; road still descending. Turn to <i>L.</i> to a br. and pass cross-roads immediately beyond; and, at $\frac{1}{4}$ m. further bear to <i>r.</i> , with grounds of Ochertyre House on <i>r.</i> for over a m. Road ascends from the br. just mentioned and descends towards Monzievaird Ch., before and beyond which it is gently undulating, and continues undulating to the br. before Comrie, passing rly. sta. on <i>L.</i> Slight rise into the village. Fine surface. (Route 277 joined here.) |
| 15½                                 | Monzievaird Church ...           | 3½                              |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## Route 279.

PERTH TO CRIEFF AND LOCHEARNHEAD—*cont.*

| Miles from<br>Lochearnhead. | Places on the<br>Road.         | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                              |
|-----------------------------|--------------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                               |
| 12½                         | Comrie .....                   | 3                       | 24     | Proceed through village, bearing first to <i>r.</i> , then to <i>L.</i> , with R. Earn on <i>L.</i> Gradual ascent for first m. out, then almost imperceptibly rising up the valley of the Earn for 3 m. For the last ½ m. to St. Fillans the ascent is rather more marked. Splendid surface. |
| 7                           | St. Fillans .....              | 5½                      | 29½    | At this point a magnificent stretch of level road by N. shore of Loch Earn commences and continues to Lochearnhead. Excellent surface.                                                                                                                                                        |
|                             | LOCHEARNHEAD<br>(Hotel.) ..... | 7                       | 36½    | (Route 256 joined here. Lochearnhead Sta. lies about 2 m. S. of village.)                                                                                                                                                                                                                     |

**PERTH TO LOCHEARNHEAD.** *Reverse.*—Keep along N. side of Loch Earn; a very straightforward road to Comrie. On entering the village turn to *r.*, then to *L.*, passing sta. on *r.* when leaving. Pass over cross-roads and a br. before Crieff, then bear round to *r.*, and to *L.* in the town, to the square. At fork beyond, keep to *L.*, and to *r.* at Gilmerton. Pass straight through Methven, road bearing to *r.* in ½ m., then sharply to *L.* beyond Methven Castle. Unmistakable into Perth.

**EDITOR'S NOTE.**—From Crieff, a short circular run may be obtained by going to Gilmerton, here turning *L.*, and again to *L.* at fork, with grounds of Monzie Castle on *L.*, to Monzie village. Here keep *L.*, crossing two streams, road bending round to *L.*, passing through wooded land, and descending towards the br. at Hosh. Here turn to *L.* after crossing br., and re-join Route 279. at the cross-roads, ½ m. further. About 7 m. round.

## ROUTE 280.

## METHVEN TO AMULREE HOTEL.

A hilly road, but of fair surface. Very fine scenery in Glen Almond and the Sma' Glen. Opposite Trinity College, on the other side of the Almond, lies Logie-Almond, the late residence, and the "Drumtochty" of his story, of "Ian McLaren."

| Miles from<br>Amulree Ho. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------|------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 14½                       | METHVEN .....          | ...                     | ...    | From the main road in centre of village (Route 279) proceed due N., ascending, and bear to <i>L.</i> The climb out of the village is rather steep and ½ m. long. Fairly level towards Grundercruie, where keep to <i>r.</i> at both forks, and cross a stream. Long stiff ascent, keeping to <i>r.</i> at fork, then a short decline, followed by a short, sharp rise, and falling to road junction. Turn sharp <i>L.</i> , passing Trinity College Public School |
| 13                        | Grundercruie .....     | 1½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 10½                       | Trinity College .....  | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

Route 280. METHVEN TO AMULREE HOTEL—*continued.*

| <i>Miles from<br/>Amulree Ho.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                     |
|-----------------------------------|--------------------------------|----------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                             |
| 8 $\frac{1}{4}$                   | Buchanty .....                 | 2 $\frac{1}{4}$                  | 6 $\frac{1}{4}$  | on r., N. of the road. Further ascent for a m., and undulating descent to a br., and uphill to Buchanty. Fair surface on the whole.                                         |
| 6 $\frac{1}{2}$                   | Road junction .....            | 1 $\frac{3}{4}$                  | 8                | Descending from village, with R. Almond on r., cross a stream and keep to r. at fork. Long ascent to junction with Route 281 where bear to r. (L. to Crieff). Fair surface. |
|                                   | AMULREE HOTEL .....            | 6 $\frac{1}{2}$                  | 14 $\frac{1}{2}$ | Route 281 to Amulree Hotel.                                                                                                                                                 |

**METHVEN TO AMULREE.** *Reverse.*—As in reverse of Route 281 to road junction at 6 $\frac{1}{2}$  m. where turn to L. Keep to L. beyond Buchanty (r., over the hill to Foulis Wester). At  $\frac{1}{4}$  m. beyond Trinity College turn to r. and at fork beyond Grundercruie keep to r., bearing still to r. into Methven.

## ROUTE 281. CRIEFF TO ABERFELDY.

Very hilly in parts but passing through some typical Highland scenery, and particularly picturesque in the Sma' Glen. The view from the summit, at head of Glen Cochill, looking into Strath Tay is magnificent.

| <i>Miles from<br/>Aberfeldy.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                              |
|----------------------------------|--------------------------------|----------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                      |
| 23 $\frac{1}{4}$                 | CRIEFF .....<br>(Square.)      | ...                              | ...              | From the Square proceed eastwards and keep to L. at fork; ascending for $\frac{3}{4}$ m., followed by a downhill run towards Gilmerton, with slight ascent to the fork-roads at S. end of village. Turn to L. (Route 279). Excellent surface.                                                        |
| 21 $\frac{1}{4}$                 | Gilmerton .....<br>↑           | 2                                | 2                | Pass through village and keep to r. at fork (L. to Monzie: see note to Route 279); steep ascent for 1 $\frac{1}{2}$ m., then almost level by Foulford, where keep r., passing over the Fendoch Burn and rising slightly towards road junction. Here bear to L. (r., Route 280). Good surface.        |
| 17 $\frac{1}{2}$                 | Road junction .....            | 3 $\frac{3}{4}$                  | 5 $\frac{1}{4}$  | Long easy descent to a stretch of good, almost level running in the Sma' Glen, with R. Almond on r.; slight ascent towards Newton Br. where the river is crossed. Ascend a steep hill from the br., reaching fine undulating stretch of road in a m. Gradual descent to Amulree Hotel. Good surface. |
| 14 $\frac{3}{4}$                 | Newton Bridge .....<br>↑<br>⌘  | 2 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                      |
| 11                               | Amulree Hotel .....            | 3 $\frac{3}{4}$                  | 12 $\frac{1}{4}$ | Descend to the br. and at cross-roads bear to r.,                                                                                                                                                                                                                                                    |



## Route 281.

**CRIEFF TO ABERFELDY**—*continued.*

| <i>Miles from<br/>Aberfeldy.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------|--------------------------------|----------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9 $\frac{1}{4}$                  | Milton .....                   | 1 $\frac{3}{4}$                  |                  | having R. Bran on <i>r.</i> , descending to a br. then rising towards Milton, where, at fork, turn to <i>L.</i> ( <i>r.</i> , Route 282). From this point the road ascends, rather steeply at first, then easier, for nearly 5 $\frac{1}{2}$ m., up Glen Cochill. Long steep descent passing a loch on <i>L.</i> , and keeping straight on by Gatehouse, beyond which road bends to <i>L.</i> , to a br. over a stream and into Aberfeldy. This long gradient is at parts 1 in 13 and must be ridden down with great care. Surface good to the summit then rough and loose on the descent to Aberfeldy. Turn to <i>r.</i> at cross-roads into village.<br>(Routes 283, 284, and 285 are joined here.) |
| 3 $\frac{1}{4}$                  | Summit .....                   | 5 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2 $\frac{1}{4}$                  | Gatehouse .....                | 1 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                  | ABERFELDY .....                | 2 $\frac{1}{4}$                  | 23 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**CRIEFF TO ABERFELDY.** *Reverse.*—From the cross-roads going S., cross the br. and ascend the long steep hill by Gatehouse. At Milton fork-roads keep to *r.*, and turn sharply to *L.* over R. Bran to Amulree Hotel, bearing again to *L.* beyond. Dangerous descent to Newton Bridge. At road junction beyond the Sma' Glen bear to *r.*, and to *r.* again at S. end of Gilmerton village. Keep to *r.* a third time at fork beyond, and bear to *r.* on entering Crieff.

**ROUTE 282.****AMULREE HOTEL TO DUNKELD.**

Descending the romantic Strath Bran, and being downhill practically the whole way to Dunkeld. The Falls of Bran lie below the Rumbling Bridge and are particularly fine after a few days' rain.

| <i>Miles from<br/>Dunkeld.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------|--------------------------------|----------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 9 $\frac{3}{4}$                | AMULREE HOTEL .....            | ...                              | ...           | 'Cross R. Bran, and at cross-roads just beyond, turn to <i>r.</i> , descending, with river on <i>r.</i> , to fork roads at Milton up to which there is a short rise. Here bear to <i>r.</i> , and cross a stream; road undulating for a m., then commencing the descent of Strath Bran. Dip down towards Aldville, then the fall becomes more gradual by Trochrie Ch., on <i>L.</i> , before which the river is crossed. Descent easier towards Rumbling Bridge cottage (passing the famous falls on <i>L.</i> ). The decline becomes rather steeper through finely wooded land to fork, where keep to <i>r.</i> |
| 8                              | Milton .....                   | 1 $\frac{3}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5 $\frac{1}{4}$                | Aldville .....                 | 2 $\frac{3}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4                              | Trochrie Church .....          | 1 $\frac{1}{4}$                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

Route 282. **AMULREE HOTEL TO DUNKELD**—*continued.*

| <i>Miles from Dunkeld.</i> | <i>Places on the Road.</i>             | <i>Mileage.</i>       |                 | <i>General description of the Road.</i>                                                                                                                      |
|----------------------------|----------------------------------------|-----------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                        | <i>Inter-mediate.</i> | <i>Total.</i>   |                                                                                                                                                              |
|                            | <b>DUNKELD</b> .....<br>(High Street.) | 4                     | 9 $\frac{3}{4}$ | Beyond the fork the road again descends, and past the rly. joins Route 283. Bear <i>r.</i> then <i>l.</i> , and cross the R. Tay into Dunkeld. Fair surface. |

**AMULREE HOTEL TO DUNKELD.** *Reverse.*—Cross R. Tay, and at branch-roads bear to *r.*, then *l.*, pass rly. and keep forward. At Milton fork-roads keep to *l.*, and at 1 $\frac{3}{4}$  m. further turn to *l.* over R. Bran to the Hotel at Amulree.

**ROUTE 283. DUNKELD TO ABERFELDY AND KILLIN.**

This road traverses some of the most beautiful scenery in Scotland; there is not a mile of it uninteresting. Especially attractive is the ascent of the finely wooded Tay valley, and the views of Loch Tay beyond Kenmore. Very good surface.

| <i>Miles from Killin.</i> | <i>Places on the Road.</i>             | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------|----------------------------------------|-----------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                        | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 40 $\frac{1}{4}$          | <b>DUNKELD</b> .....<br>(High Street.) | ...                   | ...              | Descend High St., cross R. Tay, and keep twice to <i>r.</i> at branch-roads, (first road to <i>l.</i> , Route 210). Where roads again branch, turn to <i>r.</i> and cross R. Bran to Inver. Ascent for nearly $\frac{1}{2}$ m., then undulating and falling towards a small br., with rly. and R. Tay on <i>r.</i> A succession of undulations for a m. beyond Dalguise. Cross a stream, then undulating ascent for 2 m., beyond which, road descends, passing a branch-road to a ferry on <i>r.</i> , leading to Ballinluig on Route 210. Again undulating after Balnamuir, with easy ascent towards Balnaguard Inn. Slight rise for $\frac{1}{2}$ m., then undulating to Grantully Hotel and sta. Good surface on the whole. |
| 39 $\frac{1}{4}$          | <i>Inver</i> .....                     | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 35 $\frac{1}{4}$          | <i>Dalguise</i> .....                  | 4                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 31 $\frac{1}{2}$          | <i>Balnamuir</i> .....                 | 3 $\frac{3}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 30 $\frac{1}{4}$          | <i>Balnaguard</i> .....                | 1 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 28                        | <i>Grantully</i> .....                 | 2 $\frac{1}{4}$       | 12 $\frac{1}{4}$ | Road passes to other side of rly. and ascends for 2 m., rather quickly at first, then easier. From this point it re-descends to the almost level stretch before Aberfeldy. Bear to <i>l.</i> in village, then to <i>r.</i> Good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 22 $\frac{3}{4}$          | <i>Aberfeldy</i> .....                 | 5 $\frac{1}{4}$       | 17 $\frac{1}{2}$ | Pass over a br. and keep straight on at the cross-roads ( <i>l.</i> , Route 281; <i>r.</i> , Routes 284 and 285.) Fine undulating stretch of road by side of R. Tay for 3 m., then ascending, with grounds of                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## Route 283. DUNKELD TO ABERFELDY AND KILLIN

—continued.

| Miles from Killin. | Places on the Road.       | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------|---------------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                           | Intermedi-ate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                    |                           |                 |                  | Taymouth Castle on <i>r.</i> , rather steeply for $1\frac{1}{2}$ m., then descending quickly with dangerous bend towards <i>r.</i> at foot to Kenmore. This hill must be ridden down with caution. Good surface. (A road runs by south side of Loch Tay to Killin: see note below.)                                                                                                                                                                                                                                                                                                                            |
| 16 $\frac{1}{2}$   | Kenmore .....<br>(Hotel.) | 6 $\frac{1}{4}$ | 23 $\frac{3}{4}$ | With Loch Tay on <i>l.</i> cross R. Tay and turn sharply to <i>l.</i> at branch-roads, (to <i>r.</i> , a road connects with Routes 284 and 285 over new br. at Comrie Ferry), proceeding along the northern shore of the loch. Level for $1\frac{1}{2}$ m., then rising to another level stretch and descending to Fearnan, where there is a steamboat pier. (A road leaves to <i>r.</i> leading to Fortingal on Route 284). Fairly level for $\frac{1}{2}$ m., then long ascent for $2\frac{3}{4}$ m., and subsequent fall to the Lawers Burn and short rise to the hotel (Temperance). Good surface.         |
| 13                 | Fearnan.....              | 3 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 8 $\frac{3}{4}$    | Lawers Hotel .....        | 4 $\frac{1}{4}$ | 31 $\frac{1}{2}$ | Steady bit of uphill work for a m., Ben Lawers rising above on <i>r.</i> , then undulating for $1\frac{1}{2}$ m. followed by a $\frac{1}{2}$ m. ascent from a br. From this point the road descends to Morenish, quickly at first, then more gradually, and is again undulating for about 1 m., whence it falls rather steeply to Br. of Lochay where bear to <i>l.</i> passing the Inn. Level into Killin with river on <i>l.</i> ; pass a church on <i>l.</i> and bear to <i>r.</i> into the village. Excellent surface on approaching Killin. (A road connects with Route 256 at Lix Toll: see note below.) |
| I                  | Bridge of Lochay Inn      | 7 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                    | KILLIN .....<br>(Square.) | I               | 40 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**DUNKELD TO KILLIN. Reverse.**—Leave the village northwards, having R. Lochay on *r.* to Bridge of Lochay, where turn to *r.* when across. A straightforward road to Kenmore, before which turn sharply to *r.* and cross R. Tay. Beyond the village turn to *l.* and ascend a stiff hill. Pass over the cross-roads and a br. into Aberfeldy village, where turn to *l.* and then to *r.*, having river on *l.* and rly. on *r.* Avoid a road over R. Tay to *l.* at Grantully, and also the ferry road to *r.* beyond Balnamuir. Cross R. Bran beyond Inver, turn to *l.*, and again to *l.* about  $\frac{1}{2}$  m. further, and cross the R. Tay into Dunkeld.

**EDITOR'S NOTES.**—(a) Road by S. side of Loch Tay. This is also a very picturesque road and is preferred by some riders to that on the N. side, on account of the finer views obtainable of Ben Lawers and neighbouring heights. The hills, though short, are somewhat numerous and frequently very steep; but the surface is fair throughout. Several gates cross the road, rendering it dangerous to ride after nightfall. The distance from Kenmore to Killin by this road is about 17 m. (b) Road from Killin to Lix Toll (on Route 256). At S. end of the village keep to *l.* and cross R. Dochart, then bear to *r.* (*l.*, road mentioned in note a). Ascent very gradual for the first m., then stiffer to the toll.

## ROUTE 284. ABERFELDY TO THE BRIDGE OF BALGIE.

Passing up the beautiful Glen Lyon the scenery is extremely striking just beyond Fortingal and at the Bridge of Balgie. The continuation westwards eventually degenerates into a mere track, and should be avoided. No inn at the Bridge of Balgie.

| Miles from Br. of Balgie. | Places on the Road.    | Mileage.        |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------|------------------------|-----------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-mediate.  | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 20                        | ABERFELDY .....        | ...             | ...             | At cross-roads in the village turn sharp <i>r.</i> ( <i>l.</i> , Route 281; forward, Route 283), cross R. Tay, and at $\frac{1}{2}$ m. further turn sharply to <i>l.</i> to Weem Hotel, road rising very gradually and gently undulating for 4 m., then rising towards Coshieville. At Coshieville turn to <i>l.</i> and cross the Keltney Burn by the new br., then undulating for a m. with R. Lyon on <i>l.</i> Gradual ascent to Fortingal. Surface good to Coshieville, then fair to Fortingal.                                 |
| 19                        | Weem.....              | 1               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 14 $\frac{1}{2}$          | Coshieville Inn .....  | 4 $\frac{1}{2}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11 $\frac{1}{2}$          | Fortingal .....        | 3               | 8 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 6                         | Invervar .....         | 5 $\frac{1}{2}$ |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                         | Innerwick Church ..... | 5               |                 | Cross a stream and keep to <i>r.</i> at fork ( <i>l.</i> , branch-road to Fearnan on Route 283). Undulating for a m., then ascending to Blackcroft; road then dipping and re-ascending to a 2 m. stretch comparatively level. Ascent towards Invervar, followed by a decline of $\frac{1}{2}$ m., then gently undulating by Slatich to Innerwick Ch., with the clachan lying down to <i>l.</i> Cross a small stream, then a delightful run for a m. to the Bridge of Balgie, to which bear to <i>r.</i> Fair surface; soft in parts. |
|                           | THE BRIDGE OF BALGIE   | 1               | 20              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**ABERFELDY TO THE BRIDGE OF BALGIE.** *Reverse.*—From the br. proceed eastwards with river on *r.* Before Fortingal keep to *l.* at fork and at branch-roads before Coshieville, turn to *r.* Beyond Weem Hotel, turn sharp to *r.* and cross R. Tay and at cross-roads, turn *l.* into Aberfeldy.

## ROUTE 285.

### ABERFELDY TO TUMMEL BRIDGE.

A steep climb towards the summit and an equally steep, and dangerous, descent towards Tummel Bridge. Very fine views from the high ground.

| Miles from Tummel Br. | Places on the Road.   | Mileage.        |                 | General description of the Road. |
|-----------------------|-----------------------|-----------------|-----------------|----------------------------------|
|                       |                       | Inter-mediate.  | Total.          |                                  |
| 13 $\frac{1}{2}$      | ABERFELDY .....       | ...             | ...             | Route 284 to Coshieville Inn.    |
| 8 $\frac{1}{4}$       | Coshieville Inn ..... | 5 $\frac{1}{4}$ | 5 $\frac{1}{4}$ |                                  |

At branch-roads in front of the Inn, keep straight

Route 285. ABERFELDY TO TUMMEL BRIDGE—*continued.*

| Miles from<br>Tummel Br. | Places on the<br>Road.              | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                          |
|--------------------------|-------------------------------------|-------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                     | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                           |
|                          | ↑<br>↑<br>↑                         |                         |                 | on (L., Route 286). Here commences a very steep tortuous ascent which must be walked, either up or down. After $1\frac{1}{2}$ m. it is a little less steep, but the road still continues to ascend till it reaches the summit at 1262 ft. near Loch Kinardochy (on L.), before which keep to r. where road forks (L., hill road to Loch Rannoch: see note). Fair surface. |
| $3\frac{3}{4}$           | The Summit.....<br>[Foss 1 m.]<br>↓ | $4\frac{1}{2}$          | $9\frac{3}{4}$  | From this point the descent towards the Tummel Valley is very steep, with a dangerous bend to L., near Foss. Cross two small brs.; awkward bend at second br.; then descending more easily to Tummel Bridge, bearing sharply to r. at the hotel. Poor surface on the descent.                                                                                             |
|                          | TUMMEL BRIDGE .....<br>(Hotel.)     | $3\frac{3}{4}$          | $13\frac{1}{2}$ | (Here join Route 286.)                                                                                                                                                                                                                                                                                                                                                    |

**ABERFELDY TO TUMMEL BRIDGE. Reverse.**—From hotel, proceed with river on L., passing a ch. on r. Cross two brs., road bending to r. on steep slope. Keep to L. before Coshievile Inn, then to Aberfeldy as in reverse of Route 284.

**EDITOR'S NOTE.**—A road leaves to L., near the summit at Loch Kinardochy, for Loch Rannoch, passing on L. the base of Schiehallion. That mountain is easily ascended from Braes of Foss Farm on this road. Road continues over open moorland, undulating to  $4\frac{1}{2}$  m. from fork, when it descends somewhat steeply for about a m. into the wooded valley. Cross the Tempar Burn, keep to r. at fork, and cross R. Tummel to Kinloch Rannoch. From Aberfeldy, by this road, the distance is 18 m. Surface poor, and rough in parts.

## ROUTE 286.

## PITLOCHRIE TO RANNOCH STATION.

A hilly, but very beautiful route, commanding magnificent views of mountain, wood, loch, and river. The last hotel passed is at Kinloch Rannoch. The famous Queen's View is passed at  $7\frac{1}{2}$  m.

| Miles from<br>Rannoch Sta. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                             |
|----------------------------|------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                              |
| $37\frac{1}{2}$            | PITLOCHRIE .....       | ...                     | ...    | Proceed northwards for $2\frac{3}{4}$ m., as in Route 210, to the southern end of the Pass of Killiecrankie; then turn sharp L., cross rly., and descend to Garry Bridge.                                    |
| $34\frac{1}{2}$            | Garry Bridge .....     | 3                       | 3      | Steep ascent from the br. for over $\frac{1}{4}$ m., then undulating for about $\frac{1}{2}$ m., followed by a long re-ascent by Bonskeid House to 5 m., whence road descends by the br. over Fincastle Burn |



## Route 286. PITLOCHRIE TO RANNOCH STATION

—continued.

| Miles from<br>Rannoch Sta. | Places on the<br>Road.                      | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------|---------------------------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                             | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 32                         | Fincastle .....                             | 2½                      |        | bends to L., and passes Fincastle Post Office.                                                                                                                                                                                                                                                                                                                                                                                   |
| 30½                        | Queen's View .....                          | 1¾                      |        | The road very shortly rises, stiffly, to the top of the hill at Queen's View, falls for ½ m., and is very undulating towards Loch Tummel Inn, to which there is a slight ascent. Passing over a small stream, the road again rises for a short distance, and then descends for 1½ m., and is fairly level by Bohally to Tummel Bridge, where Route 285 is met. Surface good to Garry Bridge, then fair.                          |
| 27½                        | Loch Tummel Inn.....                        | 2¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 24                         | Tummel Bridge .....                         | 3½                      | 13½    | Passing the br. on L. ascend for ½ m., gradually bending towards L.; at fork keep to L. (r., see note below). Good running for a m., then stiffish ascent for 2 m., followed by a dangerous descent with an awkward turn in the middle; this hill must be ridden down with great care. Very undulating bit of road to Kinloch Rannoch. Fair surface. (Road on S. of loch; see note).                                             |
| 20                         | Struan Branch-road.....                     | 4                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 16¾                        | Kinloch Rannoch ....                        | 3½                      | 20¾    | Thence an undulating road on the N. side of Loch Rannoch by Aulich to Killichonan, but possessing some fine level stretches; then remaining almost level to Rannoch Lodge (on L.) at W. end of the loch. Bear slightly to r., then keep straight on. Road commences to ascend, and the rise is continuous, but easy, to the sta. The left (or N.) bank of the R. Gaur is followed; keep well to L. to Rannoch Sta. Good surface. |
| 9                          | Killichonan .....                           | 7¾                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 6                          | Rannoch Lodge .....                         | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                            | RANNOCH STATION ...<br>(West Highland Rly.) | 6                       | 37½    |                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**PITLOCHRIE TO RANNOCH STATION.** *Reverse.*—Follow left bank of R. Gaur to Loch Rannoch, and keep on N. side of loch to Kinloch Rannoch. Avoiding all branch-roads to L., follow R. Tummel to Loch Tummel, keeping on N. side of the loch. Keep to r. at fork beyond hotel, and turn sharply to r. over Fincastle Burn. Cross R. Garry, and on joining main road turn sharply to r. towards Pitlochrie.

**EDITOR'S NOTES.**—(a) The road to r. at fork beyond Tummel Bridge is a terribly hilly one, leading to Dalnacardoch on Route 210, and riding is quite out of the question for those who have any regard for their personal safety.

(b) A rideable road runs also on S. side of Loch Rannoch, and the circuit of the loch makes a pleasant ride from Kinloch Rannoch.

# ROUTE 287. TYNDRUM TO BALLACHULISH.

(Via Glen Coe.)

This route leads through some of the wildest scenery in the Highlands, the rugged grandeur and solitude of the surroundings giving it a peculiar charm. This charm, however, does not extend to the road surface—if such a term as “surface” can be applied to the face of what is, for the greater part, a wretchedly-conditioned mountain track. The gradients, too, are only such as a rack-and-pinion railway might surmount. After Clachaig Inn something more approaching what it is usual to call a road is met with, and the running is good thence to Ballachulish.

| Miles from<br>Ballachulish. | Places on the<br>Road.             | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------|------------------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                    | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 34½                         | TYNDRUM<br>(Hotel.)<br>↑           | ...                     | ...    | From the hotel proceed for a short way along Route 256 then bear to r., passing the W. Highland Rly. ¾ m. beyond, road then running parallel with the line in the glen. Steep ascent in parts 1 in 15-17-20 for 1¼ m., followed by a long, quick, descent for 1½ m. to a br.; undulating for a m. with a short ascent to a further undulating stretch towards Br. of Orchy, descending past the sta. to the br. Poor surface. |
| 28                          | Bridge of Orchy Sta. ↓             | 6½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 27¾                         | Bridge of Orchy.....               | ¼                       | 6¾     | Cross the br. and keep up the waterside, road undulating easily at first with an ascent 1½ m. from the br. and descent to the level before Inveroran Inn, before which the road passes through plantations on the shore of Loch Tulla. Poor surface.                                                                                                                                                                          |
| 25                          | Inveroran Inn .....<br>↑<br>↑      | 2¾                      | 9½     | Beyond the Inn two br.'s are crossed and a long arduous climb begins, the road, which is very rough and bad, rising for 2¾ m., reaching 1073 feet. There is a decline for ½ m. and a gradual rise to Ba Br.                                                                                                                                                                                                                   |
| 20                          | Ba Bridge.....<br>↑<br>↑<br>↑<br>↑ | 5                       | 14½    | The vicinity of Ba Br. is known as The Black Mount. On every side there is utter desolation, the loneliness being at times oppressive. From the br. there is a stiff ascent, followed by ½ m. of level road, during which a second br. is crossed. The road climbs a long, very steep hill, reaching the summit of this route at an altitude of 1449 ft. The “road” is practically a track strewn with loose stones.          |
| 18                          | Summit.....<br>↓<br>↓<br>↓         | 2                       | 16½    | Descent, very loose and rough, to Kingshouse Inn, the hill being steep just before the inn, having at that portion a gradient of about 1 in 14.                                                                                                                                                                                                                                                                               |
| 15¼                         | Kingshouse Inn .....<br>↓          | 2¾                      | 19¼    | Cross a stream and bear to L., road surface being fairer. A road leaves on L. for Loch Etive (very bad road) and there is a gradual ascent to Altnafeadh, where a small burn is crossed. The climb continues for over ½ m., then the road is undulating for some way and begins to wind                                                                                                                                       |
| 12¾                         | Altnafeadh.....<br>↑               | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                               |

Route 287. **TYNDRUM TO BALLACHULISH**—*continued.*

| <i>Miles from Ballachulish.</i> | <i>Places on the Road.</i>            | <i>Mileage.</i>       |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------|---------------------------------------|-----------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                       | <i>Inter-mediate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                 | (Dangerous turn.)<br>↓<br>↓<br>↓<br>↓ |                       |                 | down Glen Coe. The surface becomes very bad again, and, as the road goes down the glen, "surface," as such, disappears altogether, and there are a number of very sharp and awkward twists and turns. At $2\frac{3}{4}$ m. from Altnafeadh there is a very dangerous bend on a sharp down gradient, that must be taken with care. This hill remains dangerous for nearly a m. Continuous, undulating descent down the wild, dark Glen Coe to Clachaig Inn. |
| 8                               | Achatroichatan .....                  | $4\frac{3}{4}$        |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 6                               | Clachaig Inn .....                    | 2                     | $28\frac{1}{2}$ | The scene of the massacre of Glen Coe (13th Feb., 1692) is passed during the descent from Clachaig Inn. The road improves and becomes good to the Bridge of Coe, where turn <i>l.</i> to Carnach.                                                                                                                                                                                                                                                          |
| 4                               | Carnach .....                         | 2                     | $30\frac{1}{2}$ | Good level run to Ballachulish and forward, passing St. John's Episcopal Ch., by the shore to Ballachulish Hotel, at S. end of the ferry.                                                                                                                                                                                                                                                                                                                  |
| $2\frac{1}{4}$                  | Ballachulish .....                    | $1\frac{3}{4}$        |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                 | <b>BALLACHULISH HOTEL</b>             | $2\frac{1}{4}$        | $34\frac{1}{2}$ | The Pier is 1 m. further W. (Route 288).                                                                                                                                                                                                                                                                                                                                                                                                                   |

**TYNDRUM TO BALLACHULISH.** *Reverse.*—From Ballachulish Hotel (at the S. end of the ferry) go E. passing through the village. At Bridge of Coe, bear to *r.*, thence an unmistakable road up Glen Coe and forward, avoiding all branch and cross-roads to Tyndrum.

**ROUTE 288. OBAN TO FORT WILLIAM.**

A very attractive route having magnificent scenery from end to end. There are no less than three ferries to cross, and the Highland ferryman is not always to be found at his post. However, this will be of little consequence to the lover of grand scenery who is not as a rule, in a hurry when touring. The road is rather loose to S. Shian from Connel, fair from N. Shian to Polanach, good to Ballachulish Hotel, and splendid to Fort William. The m.s.s do not reckon the ferry distances.

| <i>Miles from Fort William.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                              |
|---------------------------------|----------------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                      |
| 40                              | <b>OBAN</b> .....          | ...                   | ...           | Route 256 (reverse) to Connel S. Ferry.                                                                                                                                                                                                                                                                                                                              |
| 35                              | South Connel .....         | 5                     | 5             | Cross Loch Etive by ferry boat, which must be hailed if on other side (usual fare, passengers 6d. cycle 3d.), to N. Connel, where there is a rise from ferry landing to the inn. Keep forward ( <i>r.</i> , see note to Route 256). Level road by Ledaig and Beregonium (vitrified fort). At Selma branch-roads, bear to <i>l.</i> and to <i>r.</i> $\frac{3}{4}$ m. |
|                                 | <i>Ferry.</i>              |                       |               |                                                                                                                                                                                                                                                                                                                                                                      |
| $34\frac{3}{4}$                 | North Connel .....         | $\frac{1}{4}$         |               |                                                                                                                                                                                                                                                                                                                                                                      |
| 34                              | South Ledaig .....         | $\frac{3}{4}$         |               |                                                                                                                                                                                                                                                                                                                                                                      |
| 33                              | Ledaig .....               | 1                     |               |                                                                                                                                                                                                                                                                                                                                                                      |
| $32\frac{1}{4}$                 | Beregonium .....           | $\frac{3}{4}$         |               |                                                                                                                                                                                                                                                                                                                                                                      |
| 32                              | Selma Branch-roads         | $\frac{1}{4}$         |               |                                                                                                                                                                                                                                                                                                                                                                      |

Route 288. **OBAN TO FORT WILLIAM**—continued.

| <i>Miles from<br/>Fort William</i> | <i>Places on the<br/>Road.</i>           | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------|------------------------------------------|----------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                          | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                          |
|                                    |                                          |                                  |               | further, thence an easy undulating run to Shian S. Ferry. Surface rather loose and soft, but good on the whole.                                                                                                                                                                                                                                                                          |
| 29½                                | South Shian (a).....<br><i>Ferry.</i>    | 2½                               | 10½           | Cross Loch Creran by ferry boat to N. Shian, from which there is a steady ascent for nearly 2 m., on a fairly good road, and a quick fall towards Tynribbie where keep to <i>r.</i> , cross a br., bear <i>L.</i> , then <i>r.</i> , and <i>L.</i> again a few yds. beyond. Road fairly level past the foot of Glen Stockdale to Portnacraish where bear to <i>r.</i> Improving surface. |
| 28¾                                | North Shian (b).....                     | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 27¾                                | Ledgrianach.....                         | 1                                |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 26½                                | Tynribbie.....                           | 1¼                               |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 26¼                                | Appin Church.....                        | ¼                                |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 24¾                                | Portnacraish.....                        | 1½                               | 15¼           | Ascent and descent, both short, towards the shore and Appin House. Good, gently undulating road by the coast for 5 m., then crossing R. Duror and ascending to Duror Inn.                                                                                                                                                                                                                |
| 23¼                                | Appin House.....                         | 1½                               |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 22¾                                | Polonach.....                            | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 19¾                                | Cross Salachan Burn....                  | 2¾                               |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 19¼                                | Keil.....                                | ½                                |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 17½                                | Duror Inn.....                           | 1¾                               | 22½           | Road rises for ½ m. further and falls to Kentallen, where the coast is regained. Thence a long easy stretch of good running to Ballachulish Hotel, where the Glen Coe Rd. (Route 287) is met.                                                                                                                                                                                            |
| 16                                 | Kentallen.....                           | 1½                               |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 13½                                | Ballachulish Pier.....                   | 2½                               |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 12½                                | Ballachulish Hotel.....<br><i>Ferry.</i> | 1                                | 27½           | Cross the short ferry to Loch Leven Hotel, thence over an undulating road, with capital surface by the shore to Onich, where it bends to <i>r.</i> and passes through wooded land towards Corran Inn (ferry on <i>L.</i> ).                                                                                                                                                              |
| 12¼                                | Loch Leven Hotel.....                    | ¼                                |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 12                                 | North Ballachulish.....                  | ¼                                |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 9¾                                 | Onich.....                               | 2¼                               |               |                                                                                                                                                                                                                                                                                                                                                                                          |
| 8¼                                 | Corran Inn.....                          | 1½                               | 31¾           | The road descends to the shore of Loch Linnhe, and there is a capital run of 8 m., on excellent surface to Fort William.                                                                                                                                                                                                                                                                 |
|                                    | <b>FORT WILLIAM</b> .....<br>(Pier.)     | 8¼                               | 40            |                                                                                                                                                                                                                                                                                                                                                                                          |

**OBAN TO FORT WILLIAM. Reverse.**—From pier, having Loch Linnhe on *r.*, an unmistakable road to Loch Leven Hotel. Cross ferry to Ballachulish Hotel, and then bear to *r.*, passing Ballachulish pier. Near Appin Ch. keep to *r.* and cross a br., and avoid roads on *r.* and *L.* beyond. Cross Shian Ferry and keep forward to Ledaig just beyond which, avoid a road to *L.* Cross the ferry at Connel, and bear to *r.* when over, to Oban.

**EDITOR'S NOTES.**—(a) From S. Shian there is a fairly good road eastwards along the side of Loch Creran to Creagan Ferry, where the loch should be crossed, gaining an equally fair road on the other side, and turning westwards. At fork the rider may either keep to *L.* for N. Shian or to *r.* for Appin Ch., rejoining Route 288 there. Very attractive scenery.

(b) From N. Shian a good road leads to *L.* for Port Appin, where there is a ferry to the island of Lismore. From Port Appin there is also a fair-surfaced road to Appin Ch.

## ROUTE 289.

## DALMALLY TO BRIDGE OF ORCHY.

A very loose, rough road up the lovely Glen Orchy. The view down the valley at the lower end of the glen is very fine, and the glen itself has a wild and rugged charm of its own, the road following the riverside nearly all the way.

| Miles from<br>Br. of Orchy. | Places on the<br>Road.     | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------|----------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                            | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12 $\frac{3}{4}$            | DALMALLY .....<br>(Hotel.) | ...                     | ...              | Proceed due E. from hotel, passing Free Ch. on <i>r.</i> , along reverse of a portion of Route 256 for 2 m., where, at a gate, leave the Tyndrum Rd. and go to <i>L.</i> on an open, unenclosed road up the valley of the R. Orchy and into Glen Orchy. The road bends and twists by the waterside, then ascends a stiffish gradient of 1 in 15. From top of the hill there is over a m. of gradual decline, then a long but easy ascent towards Br. of Orchy on Route 287. Sta. on West Highland Rly. nearly $\frac{1}{4}$ m. further uphill, to <i>r.</i> Loose, bad, rough road. |
| 10 $\frac{3}{4}$            | Inverlochy .....           | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 9 $\frac{1}{4}$             | Achanasfaundich .....      | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7 $\frac{1}{4}$             | Bochyle .....              | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                             | ↑                          |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4 $\frac{3}{4}$             | Airidh Cas-tulaich .....   | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| $\frac{3}{4}$               | Drochaid-Chonoghtais....   | 4                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                             | BRIDGE OF ORCHY ...        | $\frac{3}{4}$           | 12 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**DALMALLY TO BRIDGE OF ORCHY. Reverse.**—From the br. proceed a short way towards sta. and turn sharp *r.* having the river on *r.* Unmistakable road down the glen to Inverlochy, where on meeting Route 256 turn *r.* to Dalmally.

## ROUTE 290. FORT WILLIAM TO KINGUSSIE.

A capital road throughout with easy gradients. Surface very fine to Roy Br., fair by Loch Laggan side, and excellent from Laggan Br. to Kingussie. The scenery in Glen Spean and Glen Spey is beautiful.

| Miles from<br>Kingussie. | Places on the<br>Road.        | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------|-------------------------------|-------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                               | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                |
| 49 $\frac{1}{2}$         | FORT WILLIAM .....<br>(Pier.) | ...                     | ...             | Leave northwards having Loch Linnhe on <i>L.</i> , cross the Bridge of Nevis, road level. Easy rise by Inverlochy Castle to Torlundie, and gently undulating to the R. Lundie, beyond which an easy upward gradient for 1 $\frac{1}{2}$ m., and then again slightly undulating with short downhill run to Spean Bridge Hotel, road running parallel to the W. Highland Rly. Very good surface. |
| 46                       | Inverlochy Castle .....       | 3 $\frac{1}{2}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                |
| 45 $\frac{1}{2}$         | Torlundie .....               | $\frac{1}{2}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                |
| 40                       | Spean Bridge Hotel ...        | 5 $\frac{1}{2}$         | 9 $\frac{1}{2}$ | At road junction bear to <i>r.</i> having the R. Spean on <i>r.</i> ; long easy undulations, with upward trend, to Roy Bridge Hotel. Up the glen to <i>L.</i> from here are the famous "parallel roads" of Glen                                                                                                                                                                                |
| 36 $\frac{3}{4}$         | Roy Bridge Hotel .....        | 3 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                |



## Route 290. FORT WILLIAM TO KINGUSSIE—continued

| Miles from Kingussie. | Places on the Road.   | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------|-----------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                       | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 34 $\frac{3}{4}$      | Achlauchrach .....    | 2               |                  | Roy. Keep forward, cross the R. Roy, road rising to Achlauchrach, for a m. beyond which the running is easy. Steady, winding, gradual ascent of Glen Spean to Roughburn, where the highest point is gained. Nearly level for over a m., and an easy decline to Moy, thence a good, easily undulating run by the shore of Loch Laggan to Loch Laggan Hotel. Surface very fair from Roy Br., but a little loose on the short hills.                                                                                                                                                                                    |
| 29 $\frac{1}{2}$      | Roughburn .....       | 5 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 26 $\frac{1}{2}$      | Moy .....             | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 17 $\frac{3}{4}$      | Loch Laggan Hotel ... | 8 $\frac{3}{4}$ | 31 $\frac{3}{4}$ | The road continues to lie in the valley and affords splendid going, descending in Strathmashie to road junction at Drumgask, where turn <i>l.</i> (forward, a fair moorland road connects, southwards, with Route 210 near Dalwhinnie, 7 $\frac{1}{2}$ m.), and cross the single-span iron br., then bear <i>r.</i> passing Laggan Ch. Road now undulates in the Spey valley, and there are a few short ups and downs near Cluny Castle, and a longer rise and fall at Auchmore. Beyond this the running is very easy to Newtonmore, where Route 210 is joined, and Kingussie. Very fine surface from Laggan Bridge. |
| 16 $\frac{1}{2}$      | Cromra. ....          | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 13 $\frac{1}{2}$      | Strathmashie .....    | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11 $\frac{1}{4}$      | Road junction .....   | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 10 $\frac{3}{4}$      | Laggan Bridge.....    | $\frac{1}{2}$   | 38 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 8 $\frac{1}{2}$       | Cluny Castle.....     | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7 $\frac{1}{4}$       | Auchmore .....        | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2 $\frac{3}{4}$       | Newtonmore.....       | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                       | KINGUSSIE .....       | 2 $\frac{3}{4}$ | 49 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**FORT WILLIAM TO KINGUSSIE.** *Reverse.*—Leave in a S.W. direction, having rly. on *l.* Keep to *r.* at fork at Newtonmore, cross Laggan Bridge, and bear *r.* at road junction beyond. Unmistakable road to Spean Br., where turn *l.*, having rly. on *l.* for some way towards Fort William.

## ROUTE 291. ARDGOUR TO MOIDART.

A very hilly, trying road with fairly good surface to Salen Inn, then rough and inferior over to Moidart. Some remarkably fine views of hill and water. There is no inn at Moidart, the last passed being that at Shiel Bridge.

| Miles from Moidart. | Places on the Road.        | Mileage.        |        | General description of the Road.                                                                                                                                                               |
|---------------------|----------------------------|-----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                            | Inter-mediate.  | Total. |                                                                                                                                                                                                |
| 33 $\frac{1}{4}$    | ARDGOUR ( <i>a</i> ) ..... | ...             | ...    | From pier proceed southwards, having the water on <i>l.</i> ; level to Clovulin, out of which there is an upward tendency, then very undulating to fork-roads beyond Inversanda. Good surface. |
|                     | (Corran Pier.) .....       |                 |        |                                                                                                                                                                                                |
| 32 $\frac{1}{4}$    | Clovulin.....              | 1               |        |                                                                                                                                                                                                |
| 30 $\frac{3}{4}$    | Salachan .....             | 1 $\frac{3}{4}$ |        | Keep to <i>r.</i> ( <i>l.</i> , Route 292), road easy at first, then                                                                                                                           |
| 26 $\frac{3}{4}$    | Inversanda .....           | 3 $\frac{3}{4}$ |        |                                                                                                                                                                                                |
| 26 $\frac{1}{4}$    | Fork-roads .....           | $\frac{1}{2}$   | 7      |                                                                                                                                                                                                |

## Route 291.

ARDGOUR TO MOIDART—*continued.*

| Miles from Moidart. | Places on the Road.   | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------|-----------------------|-----------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                       | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 24                  | ↑ Summit .....        | 2 $\frac{1}{4}$ |                  | ascend a long hill with a stiff gradient in parts. From the summit there is an undulating descent for 3 m. and the road becomes level, passing the road junction ( <i>b</i> ) to Strontian. Fairly good surface, roughish near the summit and on the sharp gradients.                                                                                                                                                                                                                                   |
| 20 $\frac{3}{4}$    | Achnalea .....        | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 20                  | Road junction .....   | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 18 $\frac{1}{2}$    | Strontian .....       | 1 $\frac{1}{2}$ | 14 $\frac{3}{4}$ | Stiff rise to Ardnastang, with descent beyond, then a continuous series of more or less trying ups and downs by the side of Loch Sunart to Salen Inn. Fair surface.                                                                                                                                                                                                                                                                                                                                     |
|                     | ↑ (Inn.) .....        |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 17 $\frac{1}{2}$    | ↑ Ardnastang .....    | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 16                  | Woodend. ....         | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11 $\frac{1}{2}$    | Leidag .....          | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8 $\frac{3}{4}$     | ↑ Salen Inn.....      | 2 $\frac{3}{4}$ | 24 $\frac{1}{2}$ | Keep to <i>r.</i> at fork near the inn ( <i>l.</i> to Salen pier, etc.) up a steep ascent (1 in 18), with decline on other side rather sudden beyond Ardshealach. The road is very undulating but less hilly to Shiel Bridge Inn, where bear <i>r.</i> and cross br., and to the foot of the hill beyond Dalnabreck. From this point there is a steep climb (about 1 in 15) over the watershed and an equally rapid drop down to Moidart, passing through Ardmolich Wood. Rough surface from Salen Inn. |
| 7                   | Ardshealach .....     | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                     | ↓ .....               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6 $\frac{1}{4}$     | Acharacle .....       | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5 $\frac{1}{4}$     | Shiel Bridge Inn..... | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3 $\frac{1}{4}$     | Dalnabreck .....      | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                     | ↑ .....               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1 $\frac{1}{2}$     | Summit.....           | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                     | ↓ .....               |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                     | KINLOCH MOIDART ...   | 1 $\frac{1}{2}$ | 33 $\frac{1}{4}$ | (A <i>pathway</i> only leads round by the N. side of Loch Moidart, ascends Glen Uig, and goes by the S. side of Loch Ailort to Kinloch Ailort, 14 m. The scenery is beautiful.)                                                                                                                                                                                                                                                                                                                         |

ARDGOUR TO MOIDART. *Reverse.*—Climb the steep hill through Ardmolich Wood; steep descent on other side. At Shiel Bridge bear *l.*, and keep forward at Salen Inn (*r.* to pier). Thence an easily-followed road to Ardgour.

EDITOR'S NOTES.—(a) The road northwards from Ardgour by the W. side of Loch Linnhe is quite unrideable.

(b) To *l.* at road junction before Strontian there is a very hilly road, with rough surface, forming a connection with Route 292. This access between the routes can only be necessary when taking Route 291 in reverse direction, as Route 292 leaves to *l.* at fork beyond Inversanda in the forward direction.

## ROUTE 292. ARDGOUR TO LOCHALINE.

A hilly road through wild country in the heart of Morven, but with a fairly good surface, except on the steeper hills, when it is loose and rough. Fine view of Loch Aline from the high ground beyond Larachbeg.

| Miles from<br>Lochaline. | Places on the<br>Road.     | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------|----------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                            | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 32                       | ARDGOUR .....              | ...                     | ...              | Route 291 for 7 m.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 25                       | Fork-roads .....           | 7                       | 7                | Keep to <i>L.</i> up steep ascent, then very undulating for over a m. with sharp fall of nearly $\frac{1}{2}$ m., then easy to Glengalmadale. Roughish surface after the fork, then better on the more level road. Ascent by Camasnacroise Ch., beyond which keep to <i>r.</i> with successive rise and fall to Tigh Ghardail, and a steep, rough climb to Lochuisge and the small croft of that name, and a further ascent beyond the road junction to summit. Loose stones on this ascent. |
| 18 $\frac{1}{2}$         | Glengalmadale .....        | 6 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 18                       | Camasnacroise Church ..... | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 15 $\frac{1}{2}$         | Tigh Ghardail .....        | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 12 $\frac{3}{4}$         | Lochuisge .....            | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 10 $\frac{1}{4}$         | Summit .....               | 2                       | 21 $\frac{1}{4}$ | The descent is sharp for $\frac{1}{2}$ m., surface loose; this is followed by a short, fairly level stretch and then the fall is continued down the valley towards Claggan. Cross the R. Aline and re-ascent for 2 m. by Larachbeg, then easier to branch-roads, where turn <i>L.</i> down a steep descent, which should be walked down, to Lochaline Pier and Ferry. Surface very variable; generally loose on the hills; fairly good after Claggan.                                        |
| 4                        | Claggan .....              | 6 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3                        | Larachbeg .....            | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                          | LOCHALINE .....            | 3                       | 32               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                          | (Pier)                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**ARDGOUR TO LOCHALINE. Reverse.**—From the pier keep up the steep hill, passing a ch. on *r.*, thence an easily-followed road to Ardgour.

## ROUTE 293. FORT WILLIAM TO ARISAIG.

A very good road to Kinlocheil, then fairly good towards Stagehouse Inn; thereafter it is very hilly and the surface is poor in parts, but fair as a whole. The surroundings throughout are magnificent, the scenery scarcely being surpassed in Scotland for its wild grandeur.

| Miles from<br>Arisaig. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                              |
|------------------------|------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                               |
| 38 $\frac{1}{4}$       | FORT WILLIAM .....     | ...                     | ...    | Leave pier, having the loch on <i>L.</i> , on a level road, and at 2 $\frac{1}{4}$ m. out turn <i>L.</i> over the Lochy Br., and cross Corpach Moss to Banavie Hotel, where at road junction bear to <i>L.</i> to Corpach. Very good surface. |
| 36                     | Lochy Bridge .....     | 2 $\frac{1}{4}$         |        |                                                                                                                                                                                                                                               |
| 35                     | Banavie Hotel .....    | 1                       |        |                                                                                                                                                                                                                                               |

## Route 293. FORT WILLIAM TO ARISAIG—continued.

| Miles from Arisaig.            | Places on the Road.            | Mileage.                      |                                | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------|--------------------------------|-------------------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                | Inter-mediate.                | Total.                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 33 <sup>3</sup> / <sub>4</sub> | Corpach Hotel.....             | 1 <sup>1</sup> / <sub>4</sub> | 4 <sup>1</sup> / <sub>2</sub>  | Very easy undulating road by the shore of Loch Eil to Kinlocheil, beyond which the undulations become a little more marked for 2 <sup>1</sup> / <sub>2</sub> m., followed by an almost level run to Prince Charlie's Monument, at head of Loch Shiel, erected on the spot where the Prince's standard was unfurled by Tullibardine, on 19th August, 1745. Ascent to Stagehouse Inn. Surface very good to head of Loch Eil, then rather soft.                                                                                                                                                                                                                                                   |
| 28 <sup>1</sup> / <sub>4</sub> | Fassfern.....                  | 5                             |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 25 <sup>3</sup> / <sub>4</sub> | Kinlocheil.....                | 3                             |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 20 <sup>3</sup> / <sub>4</sub> | Prince Charlie's Monument..... | 5                             |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 19 <sup>3</sup> / <sub>4</sub> | ↑ Stagehouse Inn.....          | 1                             | 18 <sup>1</sup> / <sub>2</sub> | The road ascends for 1 <sup>1</sup> / <sub>2</sub> m., passing through wild and rugged scenery, is easy for a m., then descends rapidly for another m. and is fairly level, with a short rise and fall here and there to Arienskill, and undulating down the R. Ailort to Kinloch Ailort. Poorer surface on the high ground, then fair. <i>Bad surface</i>                                                                                                                                                                                                                                                                                                                                     |
| 14 <sup>1</sup> / <sub>2</sub> | Rannochan.....                 | 5 <sup>1</sup> / <sub>4</sub> |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 12                             | Arienskill.....                | 2 <sup>1</sup> / <sub>2</sub> |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 10 <sup>1</sup> / <sub>2</sub> | Kinloch Ailort (a) (Inn.)..... | 1 <sup>1</sup> / <sub>2</sub> | 27 <sup>3</sup> / <sub>4</sub> | The road rises slightly for <sup>1</sup> / <sub>2</sub> m. beyond the inn, then falls rapidly to a small br., and winds up the steep ascent over the hill shoulder by Polish, and down to the shore of Loch Nan Uamh (Loch of the Caves) (b), where the surroundings are strikingly picturesque. For nearly 2 m. the road is level, then re-ascends for a m. through fine woods, and descends a long straight hill to the br. over the Borrodale Burn, near the Arisaig House. Uphill for <sup>1</sup> / <sub>2</sub> m. from the br., then up and down, and a decline towards Arisaig, keeping r. to the inn. Inferior surface on the steeper hills; for the rest fair, though soft in parts. |
| 8                              | ↑ Summit.....                  | 2 <sup>1</sup> / <sub>2</sub> |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3 <sup>1</sup> / <sub>4</sub>  | Arisaig House.....             | 4 <sup>3</sup> / <sub>4</sub> |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                | ARISAIG (Inn.).....            | 3 <sup>1</sup> / <sub>4</sub> | 38 <sup>1</sup> / <sub>4</sub> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

FORT WILLIAM TO ARISAIG. *Reverse*.—From the inn bear r. inland; keep r. before Arienskill, thence forward, avoiding all branch-roads, to Banavie, where turn r. to Lochy Br., just beyond which, at road junction, turn again r. to Fort William.

EDITOR'S NOTES.—(a) From Kinloch Ailort a road leads 1 m. S. to Inverailort, where it stops, but there is a pathway for pedestrians, by the S. of Loch Ailort and up Glen Uig to Loch Moidart and Kinloch Moidart (on Route 291). The path leads through very charming scenery.

(b) Prince Charlie landed at the head of Loch Nan Uamh (Chambers' "History of the Rebellion," p. 24) on July 25th, 1745, and was sheltered in the farmhouse of Borrodale. He re-embarked here too after Culloden, in 1746.

## ROUTE 294.

## FORT WILLIAM TO LOCH ARKAIG.

A fairly good road with very easy gradients. The surroundings by Loch Lochy and to Loch Arkaig foot are beautiful, Loch Arkaig itself lying in a valley between high hills, with its shores thickly wooded.

| Miles from<br>Lh. Arkaig | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------|------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 15½                      | FORT WILLIAM .....     | ...                     | ...    | Route 293 to Banavie Hotel.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 12½                      | Banavie Hotel.....     | 3½                      | 3½     | At road junction bear to r., ascending, then downhill for about ½ m. and undulating to Muirshirlich, with Caledonian Canal running parallel on r. Descent to small br. at foot of Glen Loy and a gradual rise therefrom, then easy to branch-roads where keep l. (r. to Spean Br.). Downward tendency for 2 m., having Loch Lochy on r., cross R. Arkaig, and at road junction turn l., along a fine avenue, to the foot of Loch Arkaig. Fairly good surface to road junction, then soft towards the loch. |
| 9¼                       | Muirshirlich .....     | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8½                       | Strone.....            | ¾                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 6                        | Branch-roads .....     | 2½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3                        | Banarkaig .....        | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                        | Road junction .....    | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                          | LOCH ARKAIG .....      | 2                       | 15½    | (The road continues to the head of the loch, keeping close to the N. shore, but is poor; thence only a track up Glen Dessaray).                                                                                                                                                                                                                                                                                                                                                                            |

**FORT WILLIAM TO LOCH ARKAIG. Reverse.**—Pass down the avenue from the loch foot and turn r. at road junction. Keep forward to Banavie, where bear l. and turn r. to Fort William when over Lochy Br.

## ROUTE 295.

## FORT WILLIAM TO INVERNESS.

This is a favourite route with touring cyclists and passes through charming scenery all the way. Though it skirts the shores of the great inland lochs that are connected by the Caledonian Canal, the road is by no means a level one. Its general characteristic is a continuous succession of rises and falls, with easier portions, at times, between. The surface is variable. On the whole it is capital to Spean Br., fair to Drumnadrochit, though roughish here and there, and very good for the last 15 m. into Inverness. This is its average condition.

| Miles from<br>Inverness. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                             |
|--------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                              |
| 66                       | FORT WILLIAM .....     | ...                     | ...    | Route 290 to Spean Br. Hotel.                                                                                                                                                                |
| 56½                      | Spean Bridge Hotel ... | 9½                      | 9½     | At road junction here bear l., climb a very steep hill, and keep to r. at fork near top, with an undulating downward run thence to New Br., from which there is a rise for about 1½ m. and a |
| 51¾                      | New Bridge .....       | 4¾                      |        |                                                                                                                                                                                              |



## Route 295. FORT WILLIAM TO INVERNESS—continued.

| Miles from<br>Inverness. | Places on the<br>Road.          | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------|---------------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                 | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 48 $\frac{1}{2}$         | Letterfinlay..... ↓             | 3 $\frac{1}{4}$         |                  | quick descent to Letterfinlay. The road becomes gently undulating by the shore of Loch Lochy to the head of the loch, where Laggan Locks are passed on <i>L.</i> Keep forward passing <i>ch.</i> , with slight rise and fall to branch-roads, where bear <i>L.</i> ( <i>r.</i> , see note) and cross the canal at Laggan Br. Surface rather soft and loose on the hills after Spean Br., but improving beyond Letterfinlay.                                                                                                                    |
| 45                       | [Laggan Locks] .....            | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 44 $\frac{1}{4}$         | South Laggan .....              | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 43 $\frac{1}{2}$         | Laggan Bridge .....             | $\frac{3}{4}$           | 22 $\frac{1}{2}$ | The road enters wooded land by the shore of Loch Oich, and rises and falls before Invergarry, where the R. Garry is crossed. The hotel lies $\frac{1}{2}$ m. to <i>L.</i> (Route 296); bear <i>r.</i> at road junction, with easy running to Bridge of Oich, where keep to <i>r.</i> , cross the br's., and bear to <i>L.</i> beyond. Ascent for $\frac{3}{4}$ m. and downhill run by Newtown, and an easy bit of road, with downward trend as it proceeds to Fort Augustus, bearing to <i>L.</i> there to the br. On the whole, good surface. |
| 41                       | [Invergarry Hotel] .....        | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 39 $\frac{3}{4}$         | Drynachan .....                 | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 38 $\frac{1}{2}$         | Bridge of Oich .....            | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 37 $\frac{1}{4}$         | Newtown .....                   | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 33 $\frac{3}{4}$         | Fort Augustus.....<br>(Bridge.) | 3 $\frac{1}{2}$         | 32 $\frac{1}{4}$ | From the br. there is a short ascent, with quick fall on other side. This is followed by a short stretch of level and another rise and fall, the road keeping close to the wooded shore of Loch Ness. A succession of rise and fall, with intermediate level stretches, to br. over R. Moriston, towards which the road rises. Cross br. to road junction at Invermoriston Hotel, where bear <i>r.</i> ( <i>L.</i> , Route 298). Fair surface; loose and roughish on the short sharp hills.                                                    |
| 28 $\frac{1}{4}$         | Dalcataig .....                 | 5 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 27 $\frac{1}{4}$         | Invermoriston Hotel ...         | 1                       | 38 $\frac{3}{4}$ | Rejoin the shore of the loch beyond the hotel, the road being undulating for 2 $\frac{1}{2}$ m., and descend to a fairly level stretch, with a slight rise and fall here and there, to Ruskich Inn, where there is a ferry connection with Foyers on the opposite shore. Fairly good surface.                                                                                                                                                                                                                                                  |
| 22                       | Ruskich Inn..... ↑              | 5 $\frac{1}{4}$         | 44               | There are several trying hills to face for the next 5 $\frac{1}{2}$ m., the surface becoming poorer. At Strone the road bends round to <i>L.</i> and descends towards a br., which cross and ascend by Lewiston, beyond which there is a descent to a second br. at foot of Glen Urquhart. At road junction just beyond turn <i>r.</i> ( <i>L.</i> , Route 302). Surface fair as a whole.                                                                                                                                                      |
| 16 $\frac{1}{2}$         | Strone .....                    | 5 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 15 $\frac{1}{4}$         | Lewiston .....                  | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 14 $\frac{1}{2}$         | Drumnadrochit Hotel..           | $\frac{3}{4}$           | 51 $\frac{1}{2}$ | The road descends towards the loch, which is joined at Temple Pier. Easy running for over a m., then ascending, undulating for another m., and falling to Brachla. The surface is now very good, and there is a capital run by the loch side                                                                                                                                                                                                                                                                                                   |
| 13 $\frac{1}{4}$         | Temple .....                    | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 10 $\frac{1}{2}$         | Brachla .....                   | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

# Route 295. FORT WILLIAM TO INVERNESS—continued.

| Miles from<br>Inverness. | Places on the<br>Road.         | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                            |
|--------------------------|--------------------------------|-------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                             |
| 6 $\frac{3}{4}$          | Lochend Inn.....               | 3 $\frac{3}{4}$         |        | to Lochend and for 2 m. beyond. At Dochgarroch a steady ascent for over a m. begins, thence, after a slight fall and rise on the top of the hill, a capital descent towards Inverness. Enter by Glen Urquhart Rd. and Tomnahurich St. Cross river by the suspension br. and keep forward into Bridge St. and High St. Very good surface from Drumnadrochit. |
| 4 $\frac{3}{4}$          | Dochgarroch .....              | 2                       |        |                                                                                                                                                                                                                                                                                                                                                             |
|                          | Inverness .....<br>(Town Hall) | 4 $\frac{3}{4}$         | 66     |                                                                                                                                                                                                                                                                                                                                                             |

**FORT WILLIAM TO INVERNESS.** *Reverse.*—Leave by Bridge St. and suspension br.; keep forward by Tomnahurich St., at end of which keep to *l.* and pass Public Park on *r.* Easily-followed road to Drumnadrochit, where turn *l.* and cross br., keeping again to *l.* at second br. Road follows shore of Loch Ness to Invermoriston, where turn again *l.* over a br., and keep to *l.* beyond. On leaving Fort Augustus turn to *r.*, and keep to *r.* before Bridge of Oich, crossing canal and river. At fork about 2 m. further bear *l.* (*r.* to Invergarry Hotel), and bear *r.*, at end of Loch Oich, over Laggan Br. At Spean Bridge turn *r.* at road junction, thence unmistakable to Fort William.

**EDITOR'S NOTE.**—The road forward before Laggan Br., by the E. side of Loch Oich, is more direct than that on the W. shore, but the surface is somewhat soft, and there are several hills more or less trying. This road shortens the route by nearly a m.

## ROUTE 296.

### INVERGARRY HOTEL TO CLUNIE INN.

To Tomdown Inn this road is good, though possessing a number of "wavy" ups and downs. Beyond Tomdown the climb is a somewhat alarming one when one takes the length of it into consideration as well as its rough, stony surface. To Clunie there is an equally trying descent. The view from the top is extensive; the scenery is also very fine in Glen Garry.

| Miles from<br>Clunie Inn. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                    |
|---------------------------|------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                     |
| 21                        | INVERGARRY HOTEL ...   | ...                     | ...              | Stiff ascent beyond the hotel, having the R. Garry on <i>l.</i> From the top of this first hill the road presents a continuous succession of short rises and falls, by the shore of Loch Garry to its upper end. Thence it rises to Inchlaggan and again to Tomdown Inn. Surface good on the whole. |
| 14                        | Ardochy ...            | 7                       |                  |                                                                                                                                                                                                                                                                                                     |
| 11 $\frac{3}{4}$          | Inchlaggan .....       | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                     |
| 10 $\frac{1}{2}$          | Tomdown Inn .....      | 1 $\frac{1}{2}$         | 10 $\frac{1}{2}$ | At road junction here turn to <i>r.</i> up an ascent 2 $\frac{1}{2}$ m. long, with rough surface and a decline on other side to Loch Loyne. From this point there is                                                                                                                                |

## Route 296. INVERGARRY HOTEL TO CLUNIE INN

—continued.

| Miles from<br>Clunie Inn. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                             |
|---------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                              |
| 3½                        | Summit .....           | 7                       |        | an extremely rough, arduous climb to the summit, which is gained at 1424 feet. The steep descent to Clunie Inn (1 in 13-15 in parts) is equally rough, and there are several awkward bends. Bear L. at road junction (Route 298) to the inn. |
|                           | CLUNIE INN .....       | 3½                      | 21     |                                                                                                                                                                                                                                              |

**INVERGARRY HOTEL TO CLUNIE INN.** *Reverse.*—From the inn proceed eastwards to road junction just beyond, where turn r. At road junction at Tomdown Inn bear L. No other turns before Invergarry Hotel.

## ROUTE 297.

## TOMDOWN INN TO KINLOCHHOURN.

A fairly good narrow road through upper Glen Garry and Glen Quoich. Riders who penetrate to this part of the country usually prefer to stop at the head of the alarming descent to Kinlochhourn. Speaking of the view from this point, Sir John Lubbock says, "In Great Britain I know no better illustration of ice action than is to be seen on the road leading down from Glen Quoich to Loch Hourn, one of the most striking examples of desolate and savage scenery in Scotland."

| Miles from<br>Kinlochhourn. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                 |
|-----------------------------|------------------------|-------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                  |
| 15½                         | TOMDOWN INN .....      | ...                     | ...    | Go due westward on an ascending road for ½ m., then undulating to beyond Darvogil by the bank of the R. Garry. The next 2½ m. are hilly, with an upward tendency, then, after descending the shore of Loch Quoich, it is easier, with rise and fall beyond Glen Quoich shooting lodge to Quoich Bridge. Fairly good surface; road narrow.        |
| 12¼                         | Darvogil .....         | 3½                      |        |                                                                                                                                                                                                                                                                                                                                                  |
| 6¾                          | Glenquoich Lodge ..... | 5½                      |        | Beyond the br., the road is fairly level for about ½ m., then ascends easily for another ½ m., and undulates gently for 2½ m. to the top of the very steep and dangerous descent leading down (gradient 1 in 9 in parts) to Kinlochhourn. This long descent must be walked down. There is no inn here, Tomdown being the only one on this route. |
| 5¾                          | Quoich Bridge .....    | 1                       | 10     |                                                                                                                                                                                                                                                                                                                                                  |
| 2¼                          | Summit .....           | 3½                      |        |                                                                                                                                                                                                                                                                                                                                                  |
|                             | ↓                      |                         |        |                                                                                                                                                                                                                                                                                                                                                  |
| 1                           | Coireshubh .....       | 1¼                      |        |                                                                                                                                                                                                                                                                                                                                                  |
|                             | ↓                      |                         |        |                                                                                                                                                                                                                                                                                                                                                  |
|                             | KINLOCHHOURN .....     | 1                       | 15¾    |                                                                                                                                                                                                                                                                                                                                                  |

**TOMDOWN INN TO KINLOGH HOURN.** *Reverse.*—Climb the precipitous hill from head of the loch and follow the road straight forward to Tomdown Inn.

## ROUTE 298. INVERMORISTON HOTEL TO KYLE RHEA FERRY.

The road is splendidly engineered up Glen Moriston, but the surface is loose and sandy in parts. The surface is firmer down Glen Shiel, and improves towards Shiel Inn. The ascent of Mam Rattachan necessitates over 2 m. of pedestrianism. In Glen Shiel, and from Shiel Inn to Kyle Rhea, the scenery is very grand, the outlook from the hill top above Shiel Inn being extensive. Dr. Johnson and Boswell crossed "Mam Rattachan" during their tour in the Highlands, and they termed that hill "a terrible steep to climb."

| Miles from Kyle Rhea. | Places on the Road.     | Mileage.         |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------|-------------------------|------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                         | Inter-mediate.   | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 46 $\frac{3}{4}$      | INVERMORISTON HOTEL     | ...              | ...              | Having the R. Moriston on l., proceed up the beautifully wooded glen on a gently ascending, winding road for 4 m., when the gradient is rather more stiff for about $\frac{1}{2}$ m., and then again easy to Lagganbane, with short rise from the br. to Torgoyle, passing the R. C. Chapel. Fair surface, but loose and lumpy in parts.                                                                                                                                                                                |
| 38 $\frac{1}{4}$      | Lagganbane .....        | 8                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 38 $\frac{1}{4}$      | Torgoyle .....          | $\frac{1}{2}$    | 8 $\frac{1}{2}$  | Cross the river beyond the inn, having an easy, scarcely appreciable upward gradient for 3 $\frac{1}{2}$ m., then gently undulating to Ceannacroc Br., where re-cross river and turn l. Steady, easy rise for 4 m., then again gently undulating by Loch Laggan and on towards Clunie Inn, Route 297 being joined on l. before the inn. Very variable surface, fairly good in parts, but generally loose, sandy, stony.                                                                                                 |
| 32 $\frac{3}{4}$      | Ceannacroc Bridge.....  | 5 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 22 $\frac{1}{4}$      | Clunie Inn.....         | 10 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | For 2 $\frac{1}{2}$ m. the road ascends Glen Clunie, and then descends Glen Shiel on a long, and in parts steepish, gradient. The surroundings during this descent are wildly grand, the road going down a defile that is grimly picturesque. Beyond the Bridge of Shiel, where the river is crossed, the road continues to fall for 1 $\frac{1}{2}$ m., and is then fairly level in the valley to Shiel Inn. Fair surface.                                                                                             |
| 19 $\frac{1}{4}$      | Head of Glen Shiel..... | 2 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 16 $\frac{1}{4}$      | Bridge of Shiel .....   | 3 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 $\frac{3}{4}$      | Torrlaoighseach .....   | 3 $\frac{1}{2}$  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 $\frac{1}{4}$      | Shiel Inn .....         | 2                | 36               | Keep forward from the inn (r. over the br., Route 299), with an easy run of a m. to the foot of the appallingly steep hill known as the "Mam Rattachan." The road ascends in a series of turns and bends, reaching the summit at 1072 ft. in 2 m.; surface in fair condition as a rule. The view from the top is magnificent. The descent is not quite so steep, but it should be taken very carefully for a distance of 3 m.—to Achadhachuirn. Undulating, with downward trend, to fork-roads, where keep to r. (l. to |
| 7 $\frac{3}{4}$       | Top of Mam Rattachan .. | 3                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4 $\frac{3}{4}$       | Achadhachuirn .....     | 3                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## Route 298.

## INVERMORISTON HOTEL TO KYLE RHEA FERRY

—continued.

| Miles from<br>Kyle Rhea. | Places on the<br>Road.        | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                 |
|--------------------------|-------------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                               | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                  |
| 1 $\frac{3}{4}$          | [Glenelg Hotel] .....         | 3                       |                  | Glenelg Hotel, $\frac{1}{2}$ m.), then an easy, almost level road towards Kyle Rhea Ferry, just before which there is a slight rise and fall. Fair surface towards Kyle Rhea Ferry.<br>(On the opposite side of the ferry, Route 349 is joined.) |
| 1                        | Bernera .....                 | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                  |
|                          | KYLE RHEA FERRY<br>(Inn.) ... | 1                       | 46 $\frac{3}{4}$ |                                                                                                                                                                                                                                                  |

INVERMORISTON HOTEL TO KYLE RHEA FERRY. *Reverse*.—Proceed eastwards, having shore on *r*. Climb over the “Mam Rattachan” to Shiel Inn, where keep forward up Glen Shiel. At Ceannacroc Br. turn *r*. and re-cross river at Torgoyle Br., thence a straightforward road to Invermoriston Hotel.

## ROUTE 299.

## SHIEL INN TO BALMACARA HOTEL.

Easy running for over 4 m., then an exceedingly steep ascent and descent before Dornie. Toward Balmacara the surface is good and the road almost level. Fine view from top of hill at Keppoch.

| Miles from<br>Balmacara Hc. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------|------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 14 $\frac{1}{4}$            | SHIEL INN (a) .....    | ...                     | ...              | Cross Shiel Br. to Invershiel. Easy road, by the shore of Loch Duich most of the way, to Inverinate, beyond which there is a rise and fall then a long, steep climb to Keppoch and an equally severe descent towards Dornie—dangerous. Cross the short ferry here, thence an easy road by Lochalsh to Balmacara Hotel. The surface is very fair to Inverinate, rough over the hill by Keppoch, and good to Balmacara. |
| 13 $\frac{3}{4}$            | Invershiel .....       | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11 $\frac{3}{4}$            | Croe Bridge .....      | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10 $\frac{1}{4}$            | Inverinate .....       | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                             | ↑                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6 $\frac{3}{4}$             | Keppoch .....          | 3 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                             | ↓                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4 $\frac{3}{4}$             | Dornie Inn .....       | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                             | Ferry.                 |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3 $\frac{1}{4}$             | Ardelve .....          | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                           | Lochalsh .....         | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                             | BALMACARA HOTEL ...    | 1                       | 14 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                       |

SHIEL INN TO BALMACARA HOTEL. *Reverse*.—Beyond Lochalsh keep to *r*. and again *r*. about 2 m. further; cross ferry to Dornie, thence unmistakable to Shiel Inn.

EDITOR'S NOTE.—(a) The heavy hills between Shiel Inn and Dornie, via Keppoch (as described above), may be avoided by keeping on the other side of Loch Duich. Leave Shiel Inn as in Route 298 and, where road divides, keep to *r*. along the shore of the loch. Easy decline, roughish for a sho



way, then good surface. Practically level to  $5\frac{1}{2}$  m., then sharp, but quite rideable, rises and easy declines. Care required at the turn before Totaig. Here cross by ferry-boat to the W. landing at Dornie Ferry (fare, 1s.). The ferryman is summoned by horn. Shiel Inn to Totaig, 6 m. This easier way to Dornie, or Balmacara, is the more generally used of the two.

## ROUTE 300.

### INVERNESS TO FOYERS HOTEL.

A very pleasant and picturesque run, with easy gradients before Dore and towards Foyers; for the rest, practically level. The Falls of Foyers are beyond the hotel, both being close to the roadside. From the falls the road rises on a winding stiff gradient to junction with the road mentioned in the note to Route 301.

| Miles from<br>Foyers Ho. | Places on the<br>Road.          | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------|---------------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                 | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 18 $\frac{1}{2}$         | Inverness .....<br>(Town Hall.) | ...                     | ...              | Leave Town Hall by Castle St., at end of which keep to <i>r.</i> by Haugh Rd. and Dore Rd. Capital running by the E. side of the R. Ness for over 2 m., followed by a longish easy rise and sharp descent, then again ascending, and a long downhill run to Dore. Very good surface. Here the shore of Loch Ness is gained, and the road, running through fine birch woods, is almost level for 8 m., with an occasional slight rise and fall. Rise to Inverfarigaig and steep fall to br. beyond, where keep forward ( <i>l.</i> , Route 301); care required on this descent. Stiffish rise from the br. to a capital stretch of good running before Foyers. Surface rather loose and soft after Dore, then good from Inverfarigaig.<br>(For pier and ferry across to Route 295 keep to <i>l.</i> , downhill beyond the hotel). |
| 14 $\frac{1}{2}$         | Saasport .....                  | 4                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 10 $\frac{1}{2}$         | Dore .....                      | 4                       | 8                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2                        | Inverfarigaig .....             | 8 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                          | ↑<br>FOYERS HOTEL .....<br>↓    | 2                       | 18 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**INVERNESS TO FOYERS HOTEL. Reverse.**—Follow the shore of Loch Ness in a N.E. direction, the road thence being a straightforward one to Inverness. Enter by Haugh Rd. and continue by Castle St. to Town Hall in High St.

## ROUTE 301.

### CRAGGIE INN TO FOYERS HOTEL.

A well-graded road up the beautiful Strath Nairn. The surface, however, is poor and is loose and rough beyond Flichity, but improves in the pass above Inverfarigaig and towards the junction with Route 300. The surroundings in the Inverfarigaig Pass and at Foyers are very attractive.

| Miles from<br>Foyers Ho. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                    |
|--------------------------|------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------|
|                          |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                     |
| 21                       | CRAGGIE INN .....      | ...                     | ...    | From the inn the road turns westwards; keep straight on at road junction, having river on <i>r.</i> |

Route 301. **CRAGGIE INN TO FOYERS HOTEL**—*continued.*

| <i>Miles from<br/>Foyers Ho.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------|--------------------------------|----------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 19                               | Littlemill.....                | 2                                |                  | Slight ascent for $\frac{1}{2}$ m., then fairly level by Little-mill and easy rise and fall before Dalvourn. From the br. there the road has an upward trend for 2 m. and is undulating to Flichity, then rises gradually to Aberarder and undulates towards the summit, which is reached at 852 feet.                                                                                                                                                                   |
| 17                               | Dalvourn.....                  | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 15                               | Farr.....                      | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 14                               | Drumlea.....                   | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 12                               | Flichity.....                  | 2                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 9 $\frac{1}{4}$                  | Aberarder.....                 | 2 $\frac{3}{4}$                  |                  | Downhill to road junction, where keep forward ( <i>r.</i> , a dangerously steep road down to Dores) to Loch Farraline and Errogie. At road junction keep to <i>r.</i> ( <i>L.</i> , see note). Descend the Pass of Inverfargaig and bear <i>L.</i> on meeting Route 300 at foot. Stiffish rise for a m., then easier to Foyers Hotel. Inferior surface as a whole to Flichity and roughish in parts; very rough and loose to the Inverfargaig Pass, then good to Foyers. |
| 7 $\frac{1}{4}$                  | Summit.....                    | 2                                | 13 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4 $\frac{3}{4}$                  | Errogie.....                   | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                  | ↓                              |                                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2                                | Inverfargaig.....              | 2 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                  | FOYERS HOTEL .....             | 2                                | 21               | (For the pier, where there is ferry connection over to Ruskich on Route 295, keep to <i>r.</i> , downhill, beyond the hotel.)                                                                                                                                                                                                                                                                                                                                            |

**CRAGGIE INN TO FOYERS HOTEL.** *Reverse.*—Reverse of Route 300 towards Inverfargaig, just before which, turn to *r.* up the pass, and keep forward at top, having loch on *r.* At road junction bear *r.*, thence an unmistakable road to Craggie Inn.

**EDITOR'S NOTE.**—The road ahead at road junction, just beyond Errogie, leads over the moors towards Fort Augustus. It is loose and rough to Whitebridge (7 m.), beyond which it rises very stiffly for 4 m. to the summit, where an altitude of about 1250 ft. is reached. From this point it is a fearful road—a mass of loose stones in parts—and has two appallingly steep descents before Fort Augustus, which is 9 $\frac{1}{4}$  m. from Whitebridge. There are, however, some splendid views from the higher ground.

**ROUTE 302.****DRUMNADROCHIT TO INVERCANNICH.**

Very fine scenery in Glen Urquhart and above Invercannich. The road on the whole is a good one, though apt to be a little soft here and there, especially towards the summit and down the steep hill therefrom.

| <i>Miles from<br/>Invercannich</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                       |
|------------------------------------|--------------------------------|----------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                               |
| 12 $\frac{1}{2}$                   | DRUMNADROCHIT .....            | ...                              | ...           | From hotel go westwards, having river on <i>L.</i> , road ascending by Corrachan, then fairly level for about $\frac{3}{4}$ m. Beyond this it re-ascends, but |
| 11 $\frac{1}{2}$                   | Corrachan.....                 | 1                                |               |                                                                                                                                                               |

### Route 302. DRUMNADROCHIT TO INVERCANNICH

—continued.

| Miles from<br>Invercannich | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------|------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7½                         | Lakefield .....        | 4½                      |        | <p>always gradually, Glen Urquhart, keeping by the riverside nearly all the way. From Lakefield, near which Loch Meikle is passed on L., there is easy running to Glen Urquhart Post Office. Surface good.</p>                                                                                                                                                                                             |
| 6                          | Glen Urquhart P.O. ... | 1½                      | 6½     |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 4½                         | Branch-roads .....     | 1½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2½                         | Summit .....           | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | ↓<br>↓<br>↓            |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | INVERCANNICH .....     | 2½                      | 12½    | <p>Easy ascent to branch-roads, where keep r., and a steady rise for 1½ m. further, the gradient then becoming slightly stiffer to the summit. From this point the descent immediately begins. Being long and steep with an awkward turn at foot, it is <i>dangerous</i> and therefore requires care. Turn to r. over R. Glass, having a straight easy run to Invercannich. Fair surface on the whole.</p> |
|                            | (Temperance Hotel.)    |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                            |

**DRUMNADROCHIT TO INVERGANNICH.** *Reverse.*—Proceed due E. to road junction and there turn *Z.* up the steep hill. Unmistakable down Glen Urquhart to Drumnadrochit.

## ROUTE 303.

## INVERNESS TO GLEN AFFRIC LODGE.

(Via Struy Bridge.)

This route passes through some of the most beautiful scenery to be found in Britain. As a whole it is a fairly good road, soft in parts like most of the roads in Highland glens, but affording good riding on the whole. The longest hill is that beginning 2 m. beyond Invercannich. There is no hotel at Stray Bridge.

| Miles from<br>Glen Affric L. L. | Places on the<br>Road. | Mileage.                      |        | General description of the Road.                   |
|---------------------------------|------------------------|-------------------------------|--------|----------------------------------------------------|
|                                 |                        | Inter-<br>medi-<br>ate.       | Total. |                                                    |
| 39 <sup>3</sup> / <sub>4</sub>  | Inverness .....        | ...                           | ...    | Route 310 to Lovat Br.                             |
| 28 <sup>3</sup> / <sub>4</sub>  | Lovat Bridge .....     | II                            | II     | Beyond the br. keep straight forward, ascending to |
| 27 <sup>1</sup> / <sub>4</sub>  | Kilmorack .....        | I <sup>1</sup> / <sub>2</sub> |        | Kilmorack, and with a further short rise beyond,   |
| 25 <sup>3</sup> / <sub>4</sub>  | Teanassie .....        | I <sup>1</sup> / <sub>2</sub> |        | then falling to a small br. and re-ascending       |
| 24 <sup>1</sup> / <sub>2</sub>  | [Dhruim Falls] .....   | I <sup>1</sup> / <sub>4</sub> |        | rather quickly by Teanassie, and having the fine   |
|                                 |                        |                               |        | chasm known as the Dhruim ( <i>pron.</i> "Dreem")  |
|                                 |                        |                               |        | on L., the river here descending around remark-    |
| 24                              | Wellhouse ..... √      | I <sup>1</sup> / <sub>2</sub> |        | able red-sandstone formations. Descent by          |
| 22 <sup>3</sup> / <sub>4</sub>  | Craigdhui .....        | I <sup>1</sup> / <sub>4</sub> |        | Wellhouse (care required) to a 3 m. stretch of     |
| 20 <sup>1</sup> / <sub>2</sub>  | Erchless Castle.....   | 2 <sup>1</sup> / <sub>2</sub> |        | gently undulating road, at the end of which there  |
|                                 |                        |                               |        | is a rise and fall to Struy Bridge. Fairly good    |
|                                 |                        |                               |        | surface as a whole.                                |

surface as a whole.

## Route 303. INVERNESS TO GLEN AFFRIC LODGE

—continued.

| Miles from<br>Glen Affric L. | Places on the<br>Road. | Mileage.                |       | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------|------------------------|-------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                        | Inter-<br>medi-<br>ate. | Total |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 19½                          | Struy Bridge .....     | ¾                       | 20¼   | Easy running, with a slight ascent and descent at Carnock, up Strath Glass to Invercannich, where, beyond the iron br., Route 302 joins on <i>L.</i> Softish surface, but fairly good in parts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 16                           | Carnock .....          | 3½                      |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 15                           | Glassburn .....        | I                       |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 14                           | Balmore .....          | I                       |       | Keep forward ( <i>r.</i> , a fair road for a m. or two up the lovely Glen Cannich), having the R. Glass on <i>L.</i> , to branch-roads at 2 m. from Invercannich. Here keep <i>r.</i> ( <i>L.</i> , a rather inferior road, but quite rideable, for 3½ m. to Guisachan) up a long steep ascent, with a fairly easy, but soft, road from top of the hill. The ascent of the beautiful Glen Affric, going through the strikingly picturesque Chisholm's Pass, is made on a gradual, undulating gradient. At the end of the pass, Loch Beneveian is skirted on <i>L.</i> There is an ascent short, but stiffish at one part, to Glen Affric Lodge at the end of Loch Affric, and here, amid scenery which it would be difficult to surpass in the kingdom, the road ends. |
| 12¼                          | Invercannich .....     | 1¾                      | 27½   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                              | (Temperance Hotel.)    |                         |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10¾                          | Turnerhall .....       | 1½                      |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10¼                          | Branch-roads .....     | ½                       |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                              | ↑                      |                         |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8¾                           | [The Dog Falls] .....  | 2                       |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5¼                           | Achagate .....         | 2¾                      |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                              | GLEN AFFRIC LODGE ...  | 5½                      | 39¾   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**INVERNESS TO GLEN AFFRIC LODGE. Reverse.**—Easily-followed road down to Invercannich. Here keep forward over the iron br., thence an unmistakable road to Lovat Br. where join Route 310 and follow latter portion of reverse of that route into Inverness.

## ROUTE 304.

## STRUY BRIDGE TO MONAR LODGE.

This road leads up the picturesque Strath Farrar. It is not a very good road, but it affords fair riding on the whole. Beyond Monar Lodge it is not advisable to go if cycling. Pedestrians only may continue by the moor track over to Attadale Sta. on the Strome Ferry branch of the Highland Rly.

| Miles from<br>Monar Lodge | Places on the<br>Road. | Mileage.                |       | General description of the Road.                                                                                                                                                                                                                                                 |
|---------------------------|------------------------|-------------------------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                        | Inter-<br>medi-<br>ate. | Total |                                                                                                                                                                                                                                                                                  |
| 14¾                       | STRUY BRIDGE .....     | ...                     | ...   | Proceed due westwards from Struy Bridge into Glen Farrar and beside the R. Farrar. Level for a m., then rising easily for another m., and thence undulating for over 2 m., beyond which there is a longish ascent, not stiff, through Culligran Wood, and again undulating by th |

Route 304. **STRUY BRIDGE TO MONAR LODGE**—*cont.*

| <i>Miles from Monar Lodge</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                        |
|-------------------------------|----------------------------|-----------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                |
| 6 $\frac{1}{4}$               | Mulie .....                | 8 $\frac{1}{2}$       |                  | shore of Loch Bunacharan, with upward trend to Mulie. Loch Mhuilinn is passed on <i>l.</i> just beyond, the road winding on its shore to Ardchuilk and rising and falling to Broulin Lodge, beyond which a moor road leaves on <i>l.</i> Keep forward up a long stiffish ascent, then easier to Monar Lodge. Surface poor; loose and stony in places and soft. |
| 5 $\frac{1}{4}$               | Ardchuilk .....            | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                |
| 2 $\frac{3}{4}$               | Broulin Lodge .....        | 2 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                |
|                               | ↑                          |                       |                  |                                                                                                                                                                                                                                                                                                                                                                |
|                               | MONAR LODGE .....          | 2 $\frac{3}{4}$       | 14 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                |

**STRUY BRIDGE TO MONAR LODGE.** *Reverse.*—A straightforward easily-followed road down Strath Farrar, keeping on *l.* bank of the river.

**ROUTE 305. INVERNESS TO DINGWALL.**

(Via Kessock Ferry.)

The distance to Dingwall is 7 $\frac{1}{4}$  m. shorter by this route than by the main road (Route 310). Gradients well engineered and surface capital. Fine view from the summit.

| <i>Miles from Dingwall.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------|----------------------------|-----------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 13 $\frac{1}{2}$            | Inverness .....            | ...                   | ...              | From High St. turn <i>l.</i> into Inglis St., at end of which pass rly. sta. on <i>r.</i> and go forward by Academy St., Chapel St., and Waterloo Pl. Cross river and keep forward by Grant St., near end of which, at the cross-streets, bear <i>r.</i> along Lower Kessock St. and pass under rly. Keep forward to Kessock S. Ferry. Road level. First part of the way out of Inverness is over stone setts, the rest lumpy macadam. [The ferry boats usually ply every half-hour; fare 6d. for passenger and bicycle. Special trips may be made between the hours of one and three]. |
|                             | (Town Hall.)               |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 $\frac{3}{4}$            | Grant Street Corner .....  | $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 $\frac{1}{2}$            | Thornbush .....            | $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12                          | Kessock S. Ferry .....     | $\frac{1}{2}$         | 1 $\frac{1}{2}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | Ferry.                     |                       |                  | Go to <i>l.</i> along the shore from ferry landing and keep to <i>r.</i> at fork ( <i>l.</i> , a poor road, for the greater part, to Muir of Ord Sta. on Route 310), ascending by Bellfield to next fork-roads, where keep <i>l.</i> ( <i>r.</i> , Route 306). Gradual descent for $\frac{3}{4}$ m., then a long climb of 4 m., in no part really difficult. Quick descent by Ferintosh to Conan, where Route 310 is joined; thence, easy running to Dingwall. Very fine surface from Kessock.                                                                                          |
| 11 $\frac{1}{2}$            | Kessock N. Ferry .....     | $\frac{1}{2}$         | 2                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 $\frac{1}{2}$            | Bellfield .....            | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 9 $\frac{3}{4}$             | Fork-roads .....           | $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 7 $\frac{1}{4}$             | Tore .....                 | 2 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5                           | Summit .....               | 2 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3 $\frac{3}{4}$             | Ferintosh .....            | 1 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2 $\frac{1}{2}$             | Conan .....                | 1 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2 $\frac{1}{4}$             | Conan Bridge .....         | $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1 $\frac{3}{4}$             | Maryburgh .....            | $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | DINGWALL .....             | 1 $\frac{1}{4}$       | 13 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | (Old Court House.)         |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



**INVERNESS TO DINGWALL. Reverse.**—Route 310 (reverse) to Conan, where keep to *l.* at fork, and at fork at Tore keep to *r.* Cross ferry from N. to S. Kessock, and enter Inverness by Lower Kessock St. At cross-streets beyond the rly. br., bear *l.* into Grant St. and cross river. Keep forward by Waterloo Pl., Chapel St., and slightly to *l.* into Academy St. Pass rly. sta. on *l.* and enter the narrow Inglis St., at end of which turn *r.* into High St.

## ROUTE 306.

# INVERNESS TO INVERGORDON.

(Direct Road.)

A hilly road through the heart of the "Black Isle"—so-called because snow will seldom lie there in winter. The high ground passed over from the 10th to the 15th miles is known as Ardmanach or the "Monk's Height." There is an alternative road via Route 307 to Fortrose, and 309 to Invergordon.

| Miles from<br>Invergordon. | Places on the<br>Road.   | Mileage.                |                  | General description of the Road.                      |
|----------------------------|--------------------------|-------------------------|------------------|-------------------------------------------------------|
|                            |                          | Inter-<br>medi-<br>ate. | Total            |                                                       |
| 18 $\frac{3}{4}$           | Inverness .....          | ...                     | ...              | Route 305 to Kessock N. Ferry.                        |
| 16 $\frac{3}{4}$           | Kessock N. Ferry .....   | 2                       | 2                | Proceed to <i>l.</i> along the shore to where road    |
| 15 $\frac{3}{4}$           | Bellfield .....          | 1                       |                  | forks; here keep <i>r.</i> , ascending to next fork   |
| 15                         | <i>Fork-roads</i> .....  | $\frac{3}{4}$           |                  | where bear to <i>r.</i> Descending road to Knock      |
| 13                         | Knockbain Church.....    | 2                       |                  | bain Ch. and over br., then easy to Munloch           |
| 12                         | Munlochy .....           | 1                       |                  | From that village keep forward over the cross         |
| 11 $\frac{1}{2}$           | <i>Cross-roads</i> ..... | $\frac{1}{2}$           |                  | roads. There is an ascent for a m. and a further      |
| 9                          | Bog .....                | 2 $\frac{1}{2}$         |                  | ascent by Bog to the summit, being as stiff as        |
|                            | ↑                        |                         |                  | in 17 at one part. Capital surface to Munlochy        |
| 7 $\frac{1}{4}$            | Summit.....              | 1 $\frac{1}{4}$         | 11 $\frac{1}{2}$ | then poorer.                                          |
|                            | ↓                        |                         |                  | Long descent through plantations, with a turn a       |
| 2 $\frac{1}{2}$            | <i>Fork-roads</i> .....  | 4 $\frac{3}{4}$         |                  | one point requiring care, towards junction with       |
| 1 $\frac{1}{2}$            | Newhall Point .....      | 1                       |                  | Route 308. Keep to <i>r.</i> at fork, ahead, near the |
| 1                          | Ferry Pier.....          | $\frac{1}{2}$           |                  | shore, on a level road to Newhall Point, where        |
|                            | <i>Ferry.</i>            |                         |                  | bear round to <i>l.</i> to ferry pier, where there is |
|                            | INVERGORDON .....        | 1                       | 18 $\frac{3}{4}$ | connection with Invergordon. Surface poor             |
|                            | (Tower.)                 |                         |                  | near the summit.                                      |

**INVERNESS TO INVERGORDON. Reverse.**—Ferry to Newhall Point Pier, from which bear *l.* along shore, then follow road round to *r.* At branch-roads at foot of hill toward summit keep to *r.*, and again *r.* over a m. further. Keep to *r.* near Knockbain Ch. thence a straightforward road to Kessock, where cross ferry (see Route 305) to Inverness.

## ROUTE 307. INVERNESS TO CROMARTY.

A well-graded road throughout, with very good surface to Rosemarkie, then fair over the hill to Cromarty. From Cromarty there is ferry connection with the roads on the opposite side of the bay; see Route 326. There are ruins of a cathedral at Fortrose.

| Miles from<br>Cromarty. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------|------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 22                      | Inverness .....        | ...                     | ...              | Route 306 to Munlochy.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 15 $\frac{1}{4}$        | Munlochy .....         | 6 $\frac{3}{4}$         | 6 $\frac{3}{4}$  | From the village ascend to the cross-roads, where bear to <i>r.</i> ( <i>L.</i> , a good road to Tore on Route 305), having a short descent to $\frac{1}{2}$ m. of level running, then again ascending for a short way, and chiefly downhill to Avoch, then almost level to Fortrose, by the shore. Very good surface.                                                                                                                    |
| 11 $\frac{1}{2}$        | Avoch .....            | 3 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 9 $\frac{3}{4}$         | Fortrose .....         | 1 $\frac{3}{4}$         | 12 $\frac{1}{4}$ | Keep forward, avoiding a road to <i>r.</i> , on the level with dip into Rosemarkie. Here again keep to <i>L.</i> , ascending a long steady hill, on which at road junction bear to <i>r.</i> (forward, Route 309). Top of hill reached at Glenurquhart, whence it is level running to the cross-roads, and a long well-graded downhill run towards Cromarty, into which turn <i>L.</i> Fairly good surface, though rather rough in parts. |
| 8 $\frac{3}{4}$         | Rosemarkie .....       | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 7 $\frac{1}{4}$         | ↑ Road junction ...    | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4 $\frac{1}{2}$         | Glenurquhart .....     | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3 $\frac{1}{4}$         | Cross-roads .....      | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1 $\frac{1}{4}$         | Newton .....           | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                         | CROMARTY .....         | 1 $\frac{1}{4}$         | 22               |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                         | (Pier.)                |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                           |

**INVERNESS TO CROMARTY. Reverse.**—From the pier go due S.E. through the town and bear round to *r.*, passing ch. on *r.* An easily-followed road to cross-roads near Munlochy, where bear *L.* Reverse of Route 306 to Inverness.

## ROUTE 308. CONAN TO CROMARTY.

An easy road with very good surface beyond Findon, then an upward fairly stiff gradient to summit, from whence it is mostly downhill to beyond Balblair and almost a dead level to Cromarty. Surface again good in the latter part of the route.

| Miles from<br>Cromarty. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------|------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 19 $\frac{3}{4}$        | CONAN .....            | ...                     | ...              | Leaving the village in a S.E. direction ascend to fork-roads, where keep <i>L.</i> , having an undulating road, near the Cromarty Firth, for 6 m. Beyond the 5th m. turn <i>L.</i> before Findon. Steady stiff rise to summit, surface which has been good to Findon now becoming rather poorer, a long well-graded easy descent for 5 $\frac{1}{2}$ m. A m. beyond Balblair turn <i>L.</i> , twice going along the shore of Cromarty Bay, road level and good, to Cromarty. |
| 19                      | Cornton .....          | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 17 $\frac{3}{4}$        | Alcaig .....           | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16 $\frac{1}{4}$        | Urquhart .....         | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 14 $\frac{1}{4}$        | Findon .....           | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 12 $\frac{1}{4}$        | Summit .....           | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 11                      | Cullicudden .....      | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7                       | Balblair .....         | 4                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2 $\frac{3}{4}$         | Shoremill .....        | 4 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                         | CROMARTY .....         | 2 $\frac{3}{4}$         | 19 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**CONAN TO CROMARTY.** *Reverse.*—Leave the town having the bay on *r.* At road junction beyond the end of the bay bear *r.*, then keep to *l.* and bear round to *l.* about a m. further. On the descent from the summit keep to *r.* at fork and turn to *r.* just beyond Findon. Beyond Urquhart bear *r.*, then *l.*, and keep to *r.* before Conan.

## ROUTE 309. FORTROSE TO INVERGORDON

A connecting link between Routes 307 and 306. Many riders prefer to follow this road in preference to that detailed in Route 306, which is more direct but not so good. See summary to that route.

| Miles from<br>Invergordon.         | Places on the<br>Road.   | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------|--------------------------|-------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                          | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    | <b>FORTROSE</b> .....    | ...                     | ...             | Route 307 to road junction.                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 9 $\frac{1}{4}$<br>7 $\frac{1}{4}$ | Road junction .....      | 2 $\frac{1}{2}$         | 2 $\frac{1}{2}$ | Here keep forward up a fairly steep ascent to the summit of Ardmanach, or "Monk's Height," with a long steep downhill run on the other side, to the level before the fork-roads. At the fork bear <i>r.</i> to Newhall Point, and keep forward round the coast to the ferry pier, where there is connection with Invergordon, the harbour of which is $\frac{1}{2}$ m. across the firth. Roughish surface in parts on the hill, good on the level ground. |
|                                    | Summit .....             | 1 $\frac{3}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    | Fork-roads .....         | 3                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2 $\frac{1}{2}$<br>1 $\frac{1}{2}$ | Newhall Point .....      | 1                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1                                  | Ferry Pier .....         | $\frac{1}{2}$           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    | Ferry.                   |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    | <b>INVERGORDON</b> ..... | 1                       | 9 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    | (Tower.)                 |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

**FORTROSE TO INVERGORDON.** *Reverse.*—Ferry to Newhall Pier, from which bear *l.* along shore, then follow road round to *r.* At branch-roads at foot of the long hill, towards the summit keep to *r.*, and bear to *l.* over a m. up the ascent. Thence an easy road to follow to Fortrose. Descend the hill to Rosemarkie with care.

## ROUTE 310.

### INVERNESS TO JOHN O' GROAT'S.

As far as Helmsdale this is a magnificent road with excellent surface and, on the whole, well-graded hills. Beyond Helmsdale the gradients are for many miles of a break-neck character, the road climbing over hill shoulders and dipping down precipitous slopes to the intersecting valleys. After Latheron the general undulating nature of the road is resumed and the surface is again very good, and good it remains to within a few miles of John o' Groat's, when it becomes rather rough. Throughout, the scenery is extremely attractive, some of the cliff views being very striking. At John o' Groat's the furthest north point on the mainland of Scotland is attained. The m.s.s. are measured at first from a point rather N. of the Town Hall at Inverness, and therefore do not tally with the distances given below, which are taken from the Town Hall as a starting point.

| Miles from<br>John o' Groat's | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                         |
|-------------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------|
|                               |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                          |
| 136 $\frac{3}{4}$             | <b>Inverness</b> ..... | ...                     | ...    | From Town Hall go down Bridge St. to suspension br., which cross, and bear <i>r.</i> along river side by |
|                               | (Town Hall.)           |                         |        |                                                                                                          |

## Route 310. INVERNESS TO JOHN O' GROAT'S—continued.

| <i>Miles from<br/>John O' Groat's</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------|--------------------------------|----------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                       |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                       |                                |                                  |                  | Huntly St., towards the end of which turn <i>L</i> along Well St., then go forward by Telford St. and cross canal at Muirtown Br. Bear <i>r.</i> on other side of the br. to Clachnaharry. Road level and good by the shore of the Beauly Firth. Slight rise and fall at Bunchrew, then again level to beyond Bogroy. After crossing the Moniack Burn turn sharp <i>r.</i> , then easy rise and fall to Lovat Br., beyond which again turn <i>r.</i> ; gradual decline to Beauly. Surface excellent.                                                                                                                                                 |
| 135 <sup>3</sup> / <sub>4</sub>       | Muirtown Bridge .....          | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 135 <sup>1</sup> / <sub>4</sub>       | Clachnaharry .....             | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 133                                   | Bunchrew .....                 | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 130 <sup>3</sup> / <sub>4</sub>       | Lentran .....                  | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 129 <sup>1</sup> / <sub>2</sub>       | Bogroy .....                   | 1 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 125 <sup>3</sup> / <sub>4</sub>       | Lovat Bridge .....             | 3 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 125                                   | Beauly Station .....           | $\frac{3}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 124 <sup>1</sup> / <sub>4</sub>       | Beauly .....                   | $\frac{3}{4}$                    | 12 $\frac{1}{2}$ | Level for a m. out, then a gentle rise to Muir of Ord, where pass rly. and keep to <i>r.</i> beyond; easy running through some fine woods, descending to Conan, beyond which village cross the R. Conan and bear <i>r.</i> when over. Easy downward trend into Dingwall. Splendid surface.                                                                                                                                                                                                                                                                                                                                                           |
| 123                                   | Tomich .....                   | 1 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 121 $\frac{1}{2}$                     | Muir of Ord .....              | 1 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 118                                   | Conan .....                    | 3 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 117 <sup>3</sup> / <sub>4</sub>       | Conan Bridge .....             | $\frac{1}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 117 $\frac{1}{4}$                     | Maryburgh .....                | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 115 $\frac{1}{2}$                     | Dingwall .....                 | 1 $\frac{3}{4}$                  | 21 $\frac{1}{4}$ | Entering the town turn <i>L</i> at ch. into High St., and in about 50 yds. go to <i>r.</i> into Tulloch St., then forward, passing the public school, and over an old canal and level rly. crossing, beyond which road bends to <i>r.</i> Cross over rly., road then running by the shore of the Cromarty Firth, and fine views are had of the "Black Isle" opposite. Easy rise to Evanton, then practically a downward tendency for 3 m., but so slight as to be hardly noticeable. Keep to <i>r.</i> when road forks ( <i>L</i> , a link with Route 323) on an easily undulating road to Alness. Very good surface as a rule; soft in wet weather. |
| 113                                   | Waterloo Pier .....            | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 102 $\frac{1}{4}$                     | Fowles Ferry .....             | $\frac{3}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 109 $\frac{1}{2}$                     | Evanton .....                  | 2 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 109                                   | Novar Station .....            | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 107 $\frac{1}{4}$                     | Fork-roads .....               | 1 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 106 $\frac{1}{4}$                     | Alness Parish Church .....     | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 105 $\frac{3}{4}$                     | Bridgend .....                 | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 105 $\frac{1}{2}$                     | Alness .....                   | $\frac{1}{4}$                    | 31 $\frac{1}{4}$ | At fork at end of village keep to <i>r.</i> (or to <i>L</i> , see note <i>a</i> ), with gentle undulations to Invergordon, where there is a ferry connection with the Black Isle routes. Keep forward by Salthurn, road being level for 4 m. and rising very easily towards Kildary Sta. Good surface.                                                                                                                                                                                                                                                                                                                                               |
| 102                                   | Invergordon .....              | 3 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 100 <sup>3</sup> / <sub>4</sub>       | Salthurn .....                 | 1 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 98 $\frac{1}{2}$                      | Barbaraville .....             | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 96 $\frac{1}{4}$                      | Kildary Station .....          | 2 $\frac{1}{4}$                  | 40 $\frac{1}{2}$ | Avoid two roads on <i>r.</i> , then keep to <i>L</i> in $\frac{1}{4}$ m., having rly. always on <i>r.</i> , and passing Parkhill, about 1 $\frac{1}{2}$ m. beyond which turn <i>L</i> , and again <i>L</i> at Garrick Br., to which there is a descent; thence an undulating road to Tain. Capital surface.                                                                                                                                                                                                                                                                                                                                          |
| 95 $\frac{1}{4}$                      | Parkhill .....                 | $\frac{1}{2}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 92 $\frac{3}{4}$                      | Garrick Bridge .....           | 3                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 90 $\frac{1}{4}$                      | Tain .....                     | 2 $\frac{1}{2}$                  | 46 $\frac{1}{2}$ | Bear <i>r.</i> on entering the town, then turn <i>L</i> , streets narrow. Keep forward down a capital descent to branch-roads at Meikle Ferry Sta., where bear to <i>r.</i> ( <i>L</i> , see alternative route below) to ferry pier, and cross the firth to Ferrytown Inn. Good surface to fork, then rough to ferry pier.                                                                                                                                                                                                                                                                                                                           |
| 88                                    | Meikle Ferry Fork-roads .....  | 2 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 86 $\frac{1}{4}$                      | Ferry Pier .....               | 1 $\frac{3}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 85 $\frac{1}{2}$                      | Ferry Landing .....            | $\frac{3}{4}$                    | 51 $\frac{1}{4}$ | Level from the ferry landing to road junction,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

## Route 310. INVERNESS TO JOHN O' GROAT'S—continued.

| Miles from<br>John O' Groat's | Places on the<br>Road.                | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------|---------------------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                       | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 85 $\frac{1}{4}$              | Ferrytown Inn.....                    | $\frac{1}{4}$           |                  | where turn sharp <i>l.</i> (forward, Route 329), having the farm of Cuthill on <i>r.</i> with ascent to Clashmore, where the road round by Bonar Br. is met. Here bear <i>r.</i> , having a capital undulating run through finely wooded land to br. over the R. Evelix, and Milltown of Evelix, where a good road leaves on <i>r.</i> for Dornoch. Keep forward, ascending for 2 m. to fork-roads, where bear <i>l.</i> ( <i>r.</i> , to Littleferry), with a splendid downhill run to next fork, where keep again <i>l.</i> and to the level before The Mound. Cross The Mound—a splendid artificial embankment, 1000 yds. long, across a portion of Loch Fleet. At the end of the embankment turn up to <i>l.</i> passing Mound Sta. After passing rly. bear <i>r.</i> on an easy road to Golspie. Very good surface. |
| 84 $\frac{1}{4}$              | Cuthill Road<br>junction .....        | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 82 $\frac{3}{4}$              | Clashmore Inn.....                    | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 81 $\frac{1}{4}$              | Evelix .....                          | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | [Dornoch 2 m.]                        |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 79 $\frac{1}{4}$              | Poles Fork-roads ...                  | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | ↓                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 75 $\frac{1}{2}$              | The Mound .....                       | 3 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | (S. End.)                             |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 75                            | Mound Station .....                   | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 71                            | Golspie .....                         | 4                       | 65 $\frac{3}{4}$ | Keep forward out of the village, with stiffish rise for $\frac{1}{2}$ m., then a more gradual ascent to Dunrobin Castle and sta., from which point, after a m. descending road, it is very fine running, with gentle undulations, to Brora. Good hard surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 69 $\frac{1}{2}$              | Dunrobin Castle .....                 | 1 $\frac{1}{2}$         |                  | Having rly. on <i>r.</i> , pass through East Brora; easy road for nearly 3 m., when it ascends gradually for about $\frac{1}{2}$ m., and falls to Lothbeg. The road is now in fine condition and the ascents to Loth are easily ridden, especially if a S.W. wind be blowing. Easy to beyond West Garty, and a steep descent through Portgower, with loose surface. A stiffish rise past the submarine cable and over rly.; cross the Helmsdale river bearing <i>r.</i> into Helmsdale. Splendid surface as a whole.                                                                                                                                                                                                                                                                                                     |
| 65 $\frac{1}{4}$              | Brora .....                           | 4 $\frac{1}{4}$         | 71 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 64 $\frac{1}{2}$              | East Brora .....                      | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 63 $\frac{1}{2}$              | Greenhill .....                       | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 60 $\frac{1}{2}$              | Lothbeg .....                         | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 58 $\frac{1}{2}$              | Loth .....                            | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 56 $\frac{1}{2}$              | West Garty .....                      | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | ↓                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 55 $\frac{3}{4}$              | Portgower.....                        | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 54                            | Helmsdale Bridge .....                | 1 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 53 $\frac{3}{4}$              | Helmsdale .....                       | $\frac{1}{4}$           | 83               | At hotel turn to <i>l.</i> , then to <i>r.</i> , ascending through East Helmsdale up a long, loose, rough, very steep ascent, the beginning of the hill work over the famous Ord of Caithness. This winding climb must be walked up. In 2 m. the road is easier for $\frac{3}{4}$ m., then re-ascends in varying gradients to the summit. There is a swinging descent on fairly good, hard surface for 2 m. then undulating towards the top of the dangerously steep hill down to Berridale. On this descent the utmost care is required, the gradient being at one portion 1 in 9, and the hill is a sharp turn over a br. at foot.                                                                                                                                                                                     |
|                               | ↑                                     |                         |                  | From the br. the ascent is almost equally steep and quite as long, and there is a very treacherous turn at $\frac{1}{4}$ m. up the hill. This hill necessitates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | ↑                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 49                            | Summit of the Ord<br>of Caithness ... | 4 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | ↓                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | ↓                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | ↓                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | ↓                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 43 $\frac{3}{4}$              | Berridale .....                       | 5 $\frac{1}{4}$         | 93               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | (Bridge)                              |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                               | ↑                                     |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



## Route 310. INVERNESS TO JOHN O' GROAT'S—continued.

| Miles from<br>John o' Groat's | Places on the<br>Road.                 | Mileage.                |                   | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------|----------------------------------------|-------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                        | Inter-<br>medi-<br>ate. | Total.            |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 41                            | ↑<br>Borgue .....                      | 2 $\frac{3}{4}$         |                   | a walk of over a m., after which there is a good downhill run for 4 m. to top of the hill before Dunbeath. This hill (1 in 14) has also a nasty turn and must be taken with great caution.                                                                                                                                                                                                                     |
| 37 $\frac{3}{4}$              | ↑<br>Dunbeath .....<br>(Bridge.)       | 3 $\frac{1}{4}$         | 99                | Beyond the br. the road ascends steeply at first and is then somewhat easier, but again becomes stiff towards the top. After a short stretch of undulating running there is another steep descent, leading down to the br. at Latheronwheel—care required—and beyond the br. the road climbs up steeply to Latheron, where keep to r. (L., Route 331). Surface very loose on the hills; fairly good otherwise. |
| 34 $\frac{3}{4}$              | ↑<br>Latheronwheel .....<br>(Bridge.)  | 3                       | 102               |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 33 $\frac{1}{2}$              | Latheron .....<br>(Post Office.)       | 1 $\frac{1}{4}$         | 103 $\frac{1}{4}$ | The road now becomes a succession of undulations, more or less easy, with intermediate level stretches, by the coast, to Lybster (where a fairly good road strikes N. to Watten, on Route 332) and Ulbster, from which latter place it runs rather more inland to Wick. The last 5 $\frac{1}{2}$ m. are all downhill. Surface very fine.                                                                       |
| 31 $\frac{1}{2}$              | [Forse] .....                          | 2                       |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 30                            | Lybster .....                          | 1 $\frac{1}{2}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 30                            | Clyth .....                            | 2                       |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 23 $\frac{3}{4}$              | Ulbster .....                          | 4 $\frac{1}{4}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 20 $\frac{1}{2}$              | Thrumster .....                        | 3 $\frac{1}{4}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 18 $\frac{3}{4}$              | Hempriggs .....                        | 1 $\frac{3}{4}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 16 $\frac{1}{4}$              | Wick .....                             | 2                       | 120               | Proceed along Bridge St., at end of which turn to L. and then keep forward. Gradual ascent: towards Ackergill, where avoid roads to r. and L., going straight on to Reiss. Here turn to r. at road junction. Downhill run to the Wester Water, which is crossed by an old-fashioned br., and avoid a road to L., keeping forward to Keiss. Very good surface.                                                  |
| 15 $\frac{1}{4}$              | Ackergill .....                        | 1 $\frac{1}{2}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 13 $\frac{3}{4}$              | Reiss .....                            | 1 $\frac{1}{2}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 11 $\frac{1}{4}$              | Cross Wester Water .....               | 2 $\frac{1}{2}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9                             | Keiss .....                            | 2 $\frac{1}{4}$         | 127 $\frac{3}{4}$ | From the village ascend gradually for over a m., then downhill to Auchingill. The road again rises beyond, and falls and re-ascends towards Freswick. At fork keep to r. (b) by the new road to John o' Groat's. The ascent is stiffish at first, but this is followed by a well-graded downhill run towards the hotel. Surface on the new road rather rough in parts, but likely to improve.                  |
| 6 $\frac{1}{2}$               | ↑<br>Auchingill .....                  | 2 $\frac{1}{2}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3 $\frac{3}{4}$               | ↑<br>Freswick .....                    | 2 $\frac{3}{4}$         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                               | ↑<br>JOHN O' GROAT'S .....<br>(Hotel.) | 3 $\frac{3}{4}$         | 136 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                |

INVERNESS TO JOHN O' GROAT'S. *Reverse.*—Leave due S. by the new road. At Reiss bear L. and on entering Wick bear r. into Bridge St. and keep forward, having the town on L. At Latheron turn L. over the br., and again L. at Latheronwheel, to which the descent is *dangerous*. *Very dangerous* descents to Dunbeath and Berridale: both hills should be walked down. At foot of hill into Berridale, keep to L. and ascend to r. towards the Ord of Caithness. *Dangerous* hill into Helmsdale. Bear L. into the village, then turn r. at hotel. Beyond the br. and rly. sta.

bear to *L*. At fork just beyond Golspie keep to *r*. Turn to *L*. near the Mound Sta. and cross the Mound. At Poles keep to *r*. at fork (*L*. to Dornoch—a good road), and at Clashmore Inn turn sharp *L*., then *r*. near Cuthill, to Ferrytown Inn. Cross Meikle Ferry and, beyond rly., bear *L*. to Tain. Pass through Tain by Academy St. Turn *r*. at Garrick Br. and again *r*. about 1 m. further. Cross over rly. near Kildary and turn *L*. just beyond, going by the shore towards Alness. At that village bear *L*. and beyond Evanton keep *L*. at fork. Enter Dingwall by Talloch St., bear *L*. into High St., and then round to *r*. Turn *L*. over Conan Br. and keep *r*. out of the village. At Muir of Ord pass over rly. and bear *r*. Before Lovat Br. turn to *L*. and cross the river, and 3 m. further turn sharp *L*. Enter Inverness over Muirtown Br. and go forward by Telford St., then *L*. along Wells St., and to *r*. by the river side to the suspension br., which cross into Bridge St. and High St.

## ALTERNATIVE ROUTE.

### TAIN TO CLASHMORE INN.

| Miles from<br>Clashmore Inn. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------|------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 24 $\frac{1}{2}$             | TAIN .....             | ...                     | ...              | Leave Tain as in route above, but instead of turning to <i>r</i> . at branch-roads at Meikle Ferry Sta., keep forward, having rly. on <i>r</i> . Easy to Edderton and gradual rise beyond Dornie, then almost level to East Fearn, beyond which the hill road (Route 323) is joined on <i>L</i> . Gently undulating to Ardgay Hotel, where bear <i>r</i> ., passing rly., and over the new Bonar Br. to road junction, where turn sharp <i>r</i> . Good surface. |
| 19 $\frac{1}{4}$             | Edderton .....         | 5 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 17 $\frac{3}{4}$             | Dornie .....           | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 14 $\frac{1}{2}$             | East Fearn .....       | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 13                           | West Fearn .....       | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 11 $\frac{1}{2}$             | Kincardine .....       | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 10 $\frac{1}{2}$             | Ardgay Hotel .....     | 1                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 9 $\frac{1}{2}$              | Bonar Bridge .....     | 1                       | 15               | The firth now lies on <i>r</i> ., the road doubling back eastward on its N. shore. Easy rise to Criech Ch., then stiffer, through beautiful woods for over a m. and descending to Spinningdale, where cross br. and keep round to <i>r</i> . Good surface on the whole; soft in parts.                                                                                                                                                                           |
| 7 $\frac{1}{4}$              | Criech Church .....    | 2 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5 $\frac{3}{4}$              | Top of Hill .....      | 1 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4 $\frac{1}{2}$              | Spinningdale .....     | 1 $\frac{1}{4}$         | 20               | Steepish ascent for just over $\frac{1}{2}$ m., then again descending for a m., then undulating by Ospisdale House to Clashmore Inn. Fairly good surface.                                                                                                                                                                                                                                                                                                        |
| 2                            | Ospisdale House .....  | 2 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                              | CLASHMORE INN .....    | 2                       | 24 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**TAIN TO CLASHMORE INN. Reverse.**—Leave the inn due westward. At Bonar Br. turn *L*. and cross the river, and at Ardgay turn again to *L*. At branch-roads beyond West Fearn keep to *L*.; thence a straightforward road to Tain.

**EDITOR'S NOTES.**—(a) The shorter way between Alness and Kildary Sta. is to take the road to *L*. at fork at E. end of Alness village and keep straight forward over a gently undulating road with good surface. The coast villages are thus avoided. Distance, 7 $\frac{1}{4}$  m.

(b) The alternative, and rather longer, road from this fork to John o' Groat's goes via Huna Inn. After keeping *L*. at fork the road ascends for about a m. and falls gradually from the hill top. A m. down this hill turn sharp *r*. to Huna Inn and follow the narrow road on to John o' Groat's. this road John o' Groat's is 19 $\frac{1}{2}$  m. from Wick.

## ROUTE 311.

## DINGWALL TO STROME FERRY.

A very attractive road to Garve, then somewhat desolate for several miles; but from Achnasheen onwards there is much in the surrounding landscape to attract attention, and down Glen Carron to Strome Ferry the scenery is impressive. The road, as a whole, affords fairly good riding, but on the more lonely portions of the route the surface is rather poor; out of Dingwall and near Loch Carron the surface is good. The m.s.'s. are unreliable for some way after Achnasheen.

| Miles from<br>Strome Ferry | Places on the<br>Road.               | Mileage.               |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                 |
|----------------------------|--------------------------------------|------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                      | Inter<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                  |
| 54 $\frac{3}{4}$           | DINGWALL .....<br>(Old Court House.) | ...                    | ...              | From High St. proceed due westward, bear round to r., and at fork keep to l. First 3 m. out of Dingwall fairly level, then there is a gradual ascent by Fodderty to Strathpeffer. Very good surface.                                                                                                                                             |
| 51 $\frac{1}{4}$           | Fodderty Church .....                | 3 $\frac{1}{2}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 50 $\frac{1}{4}$           | Strathpeffer Spa .....               | 1                      | 4 $\frac{1}{2}$  | The ascent is continued for over $\frac{1}{2}$ m. after Strathpeffer, and there is a quick fall by Jamestown to Contin. Turn l., cross the br. and bear round to r., passing Achility Inn. Ascent for 1 $\frac{1}{2}$ m., then gently undulating to Garve Sta. and Hotel. Surface rather poorer to Contin, but fairly good to Garve.             |
| 49                         | Jamestown .....                      | 1 $\frac{1}{4}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 47 $\frac{1}{2}$           | Contin .....                         | 1 $\frac{1}{2}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 46 $\frac{3}{4}$           | Achility Inn .....                   | $\frac{3}{4}$          |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 41 $\frac{1}{4}$           | Garve Hotel .....                    | 5 $\frac{1}{2}$        | 13 $\frac{1}{2}$ | Easy to fork-roads, where keep l. (r., Route 312), then ascending for a m., and undulating, with a longish descent by Lochluichart Lodge to a fairly level stretch of road before Crudie. Again undulating by Achanalt, but with upward trend from Knockban for 3 m., and descending towards Achnasheen. Very variable surface; poor in parts.   |
| 38 $\frac{3}{4}$           | Coirriemoullie .....                 | 2 $\frac{1}{2}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 37                         | Lochluichart .....                   | 1 $\frac{1}{2}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 36 $\frac{1}{4}$           | [Lochluichart Station].              | $\frac{1}{2}$          |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 35 $\frac{1}{4}$           | Crudie .....                         | 1                      |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 32                         | Achanalt .....                       | 3 $\frac{1}{4}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 29 $\frac{1}{4}$           | Knockban .....                       | 2 $\frac{3}{4}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 25 $\frac{1}{4}$           | Achnasheen Hotel .....               | 4                      | 29 $\frac{1}{2}$ | Rise to fork-roads, where bear l. (r., Route 314) on a fairly level but roughish road beside Loch Gown and past Ledgown, a m. beyond which the road bends to l. and ascends for nearly a m. to the highest point on the route. Easy running by the lonely Loch Scaven to Glencarron Lodge, from which there is a long descent to Achnas-hellach. |
| 22 $\frac{3}{4}$           | Ledgown .....                        | 2 $\frac{1}{2}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 16 $\frac{1}{2}$           | Glencarron Lodge .....               | 6 $\frac{1}{4}$        |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 14 $\frac{1}{2}$           | Craig .....                          | 2                      |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 12 $\frac{1}{4}$           | Achnashellach .....                  | 2 $\frac{1}{4}$        | 42 $\frac{1}{2}$ | Fairly level by the wooded shore of Loch Dhughail, or Doule, and descending from beyond Balnacra, with a short rise about midway, for 3 m. to the stretch of nearly level road by the shore of Loch Carron to Jeantown, or Lochcarron. Surface fair as a whole, but variable, and rather rough and stony in some parts.                          |
| 10 $\frac{1}{4}$           | Balnacra .....                       | 2                      |                  |                                                                                                                                                                                                                                                                                                                                                  |
| 4 $\frac{1}{4}$            | Jeantown .....                       | 6                      | 50 $\frac{1}{2}$ | Level running on good surface by the side of the loch through Slumbay to the northern side of Strome Ferry.                                                                                                                                                                                                                                      |
| 3 $\frac{1}{2}$            | Slumbay .....                        | 1                      |                  |                                                                                                                                                                                                                                                                                                                                                  |
| $\frac{1}{2}$              | STROME FERRY<br>(Inn.)               | 3 $\frac{1}{4}$        | 54 $\frac{1}{4}$ | (The hotel and rly. sta. are on the S. side of the ferry. The roads on that side are excessively                                                                                                                                                                                                                                                 |

## Route 311. DINGWALL TO STROME FERRY—continued.

| <i>Miles from<br/>Strome Ferry</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                         |
|------------------------------------|--------------------------------|----------------------------------|------------------|-------------------------------------------------------------------------------------------------|
|                                    |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                 |
|                                    | <i>Ferry (a)</i>               |                                  |                  |                                                                                                 |
|                                    | STROME FERRY HOTEL             | $\frac{1}{2}$                    | 55 $\frac{1}{2}$ | hilly, and have rough, poor surface. This especially applies to the connection with Route 299). |

DINGWALL TO STROME FERRY. *Reverse.*—By the shore of Loch Carron through Jeantown, thence a straightforward road to Achnasheen. Here bear *r.* and then keep *l.* (*r.* to sta., etc.). Beyond Achility Inn cross br. and bear *r.*, and keep to *l.* at Contin. Unmistakable to beyond Fodderty, where bear *r.*, pass rly., then turn *l.* into Dingwall.

(a) The fare is one shilling for passenger and cycle.

## ROUTE 312. GARVE TO ULLAPOOL.

Until Braemore Lodge is reached the surroundings are wild, rugged, dreary, but the descent into Strath More is very beautiful, the lower slopes of the hills on *r.* being thickly clad with fir, while the waters of Loch Broom are seen at the foot of the valley. Ullapool is a fishing village, established in 1788, by the British Fisheries Association. The road surface on the whole is fairly good, but near the summit it is rough.

| <i>Miles from<br/>Ullapool.</i> | <i>Places on the<br/>Road.</i> | <i>Mileage.</i>                  |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------|--------------------------------|----------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 32 $\frac{1}{2}$                | GARVE HOTEL .....              | ...                              | ...              | Leave hotel having rly. on <i>l.</i> and bear to <i>r.</i> at fork ; descent to a br. from which the long, steady climb of Strath Garve commences. The gradient is at no point difficult and the surface is very fair. The ascent ends near Altguish Inn. The road is rather poorer beyond the inn, but the surface affords fair riding. There is an almost level run for 4 m., followed by a rise towards Torrandhu Br., where the R. Glasgarnoch is crossed and the watershed is reached at over 900 feet. Fair surface ; rough here and there. |
| 31 $\frac{1}{2}$                | Gortin .....                   | $\frac{3}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 29 $\frac{1}{2}$                | Achnaclerach .....             | 2 $\frac{1}{2}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 26 $\frac{1}{2}$                | Inchbae Lodge .....            | 3                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 25 $\frac{1}{2}$                | Lubfearn .....                 | 1                                |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 22 $\frac{1}{2}$                | Altguish Inn.....              | 2 $\frac{1}{2}$                  | 9 $\frac{3}{4}$  | From this point the descent of the Dirrie More—a desolate glen—is made, Loch Droma being passed on <i>l.</i> The gradient is an easy one down to the road junction, near Braemore Lodge, where Route 313 leaves to <i>l.</i>                                                                                                                                                                                                                                                                                                                      |
| 17 $\frac{1}{2}$                | Torrandhu Bridge .....         | 5 $\frac{1}{4}$                  |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 17                              | Summit.....                    | $\frac{1}{2}$                    | 15 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 12 $\frac{1}{2}$                | Braemore Lodge .....           | 4 $\frac{1}{2}$                  | 20               | The surroundings lose their wildness, and the road descends very rapidly (gradient 10-19 in parts) into a beautifully wooded valley, having the grounds of Braemore House on <i>r.</i> This descent needs care ; the surface, however, is fairly good.                                                                                                                                                                                                                                                                                            |
| 12 $\frac{1}{4}$                | [Falls of Measach] ....        | $\frac{1}{4}$                    |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## Route 312.

GARVE TO ULLAPOOL—*continued.*

| <i>Miles from Ullapool.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------|----------------------------|-----------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 10 $\frac{3}{4}$            | Fasagrianach .....         | 1 $\frac{1}{2}$       |                  | The wonderful chasm known as the "Corrie-Halloch" is passed on <i>l.</i> For a m. from Fasagrianach the road is easy, and beyond that it falls towards the stretch of gently undulating road leading on to Lochbroom Post Office. Good surface, latterly.<br>From Inverlael Lodge the tendency is slightly upward and the gradient is more marked beyond Ardcharnich, and there are a succession of considerable undulations ending in a final drop to Ullapool, where Routes 315 and 318 are joined. Fairly good surface. |
| 7 $\frac{1}{4}$             | Lochbroom Post Office .... | 3 $\frac{1}{2}$       | 25 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 6 $\frac{3}{4}$             | Inverlael .....            | 1 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 5                           | Ardcharnich .....          | 1 $\frac{1}{4}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                             | ULLAPOOL (Pier.) .....     | 5                     | 32 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**GARVE TO ULLAPOOL. Reverse.**—An unmistakable road southwards, at first by the E. shore of Loch Broom, then up Strath More and down Strath Garve to Garve. On meeting Route 311 beyond Gortin, bear *l.* to Garve Hotel.

## ROUTE 313.

## BRAEMORE LODGE TO DUNDONNELL.

This is known as "Destitution Road," not on account of its lonely surroundings, but because it was made, as relief work, in the famine of 1851. The surface is fairly good at first, then rough near the summit and on the long descent, but it becomes good again towards Dundonnell. Extensive view from the hill top.

| <i>Miles from Dundonnell.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------|----------------------------|-----------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 13 $\frac{3}{4}$              | BRAEMORE LODGE ...         | ...                   | ...              | Leaving Route 312 at the road junction cross over the R. Broom just above the falls of Measach, having an easy ascent for 2 $\frac{1}{2}$ m. to a small br. The road crosses the br., then turns <i>l.</i> up the stream side, and the gradient (about 1 in 25) is continuous for 2 m., and then it ascends for $\frac{1}{4}$ m. at about 1 in 17, and is easier to the summit. Surface fairly good for 4 $\frac{1}{2}$ m., then rough.<br>For over 2 $\frac{1}{2}$ m. the down grade is easy though the road stony and rough. The surface becomes poorer and the gradients steeper, there being three long, sudden falls that require care, the road going down through rocky gorges, the last hill being about 1 in 15. Towards the foot of the descent the surface improves and is good down the valley to Dundonnell Inn. |
| 8 $\frac{1}{4}$               | Summit .....               | 5 $\frac{1}{2}$       | 5 $\frac{1}{2}$  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                               |                            |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                               |                            |                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                               | DUNDONNELL INN .....       | 8 $\frac{1}{4}$       | 13 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



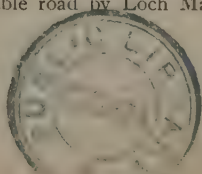
**BRAEMORE TO DUNDONNELL INN.** *Reverse.*—Go up Strath Beg and keep by the stream side up the steep ascent in front; then go forward over the summit and down to Braemore Lodge at junction with Route 312.

## ROUTE 314. ACHNASHEEN TO GAIRLOCH.

Surface generally very fair indeed, though under the trees and on the more level portions apt to be soft and loose in dry weather. At certain points the scenery is unsurpassable. The view of Loch Maree, as the road descends Glen Docharty, is worthy of notice. From Kinlochewe the white peaks (quartzite) of Ben Eighe and the stupendous proportions of Slioch, opposite, are very striking. Then all along Loch Maree side, and down the Kerry valley to Gairloch, the surroundings are charming.

| <i>Miles from Gairloch.</i> | <i>Places on the Road.</i>            | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------|---------------------------------------|-----------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |                                       | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 29½                         | ACHNASHEEN HOTEL                      | ...                   | ...           | At fork, W. of the hotel, keep to r. along an easy road by the N. shore of the desolate Loch Rosque, beyond which there is a long, stiffish ascent to the summit (over 800 ft.) and a very steep descent down the narrow Glen Docharty to Kinlochewe. Fairly good surface, soft in parts.                                                                                                                                                                      |
| 23¾                         | ↑ Summit.....                         | 5¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                             | ↓                                     |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 20                          | Kinlochewe Inn .....                  | 3¾                    | 9½            | Here Route 316 leaves on l.; keep forward to head of Loch Maree, with an easy descent from Kinlochewe to Ru Noa Pier. Undulating to Bridge of Grudie, from which the huge mountain flank of Slioch is well seen across the water. The ups and downs now become more marked and there is a sharp fall to the level before Loch Maree Hotel. Good surface; softish here and there.                                                                               |
| 17½                         | Ru Noa Pier.....                      | 2½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 14                          | Bridge of Grudie .....                | 3½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 10                          | Loch Maree Hotel.....<br>(Talladale.) | 4                     | 19½           | For 2 m. the road skirts the tree-clad shore of the loch and ascends gradually. Beyond this there are two very stiff pulls to summit, which is reached at over 400 ft. From the top there is an undulating run, with downward trend for 2 m., followed by a long gradual descent to Kerrysdale, beyond which there is a rise and fall to Gairloch Post Office and an up-and-down road on to the hotel. Good surface as a whole.<br>(Route 315 is joined here.) |
| 6¼                          | ↑ Summit.....                         | 3¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2½                          | Kerrysdale .....                      | 3¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| I                           | Gairloch Post Office .....            | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| ½                           | Gairloch Church.....                  | ½                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                             | GAIRLOCH HOTEL .....                  | ½                     | 29½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**ACHNASHEEN TO GAIRLOCH.** *Reverse.*—Leave hotel southwards, passing the ch. and post office. Thence an unmistakable road by Loch Maree, and over the summit to Achnasheen.



# ROUTE 315.      GAIRLOCH TO ULLAPOOL.

This is one of the hilliest routes to be found in the kingdom. Surface fair for 15 m., poor for the next 10 m., then fairly good to Dundonnell. Over the hill towards Loch Broom the road is a bad one, and terribly steep. To avoid this latter portion the rider may follow Route 313 (reverse) to Braemore Lodge, and thence to Ullapool by Route 312, but it makes the journey nearly 20 m. longer. The view from the summit, at 2½ m., is magnificent.

| Miles from Ullapool. | Places on the Road.      | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------|--------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                          | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 37½                  | GAIRLOCH HOTEL .....     | ...            | ...    | Fairly steep ascent from the hotel, having the loch on L.; keep to r. at branch-roads. From top of hill there is an easier rise for over a m., then the stiff ascent is resumed, and after a run of 1½ m. on the summit of the moor there is a long steep fall towards Poolewe. Fair surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 35                   | Summit.....              | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 31½                  | Poolewe.....             | 3½             | 5½     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 25½                  | [Aulthea Inn ½ m.] ..... | 6½             |        | Turn r. over the br., having a level road to Inverewe, beyond which there is ½ m. of ascent and a gradual fall towards Loch Thuirnaig, the head of which is passed on L. Thence a very winding uphill pull for 2 m. and a descent of equal length towards Aulthea, which lies over on L. The road again ascends for over a m. and falls by Laid, bends to r. by the shore, and is very undulating to First Coast. There is a very stiff rise to the clachan of Second Coast, and then a steep uphill pull for about ¾ m., and an immediate and <i>dangerous</i> descent from the top along the face of the cliff, with an awkward turn not far from the summit. After crossing br. near foot there is easy going for a m., then another stiff but short ascent, and a long gradual downhill run to Gruinard, then a slight rise and fall during the next m. to Mungasdale. Beyond this there is a further long stiff climb, the first m. of which is arduous, the second easier. From the top the road is rapidly downhill for 1½ m., and the next m. is easier. Thence undulating to Dundonnell Inn by the shore of Little Loch Broom. Poor surface from Laid to Gruinard, then fairly good. |
| 23½                  | Laid .....               | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 21                   | First Coast .....        | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 20½                  | Second Coast .....       | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 19¾                  | Top of hill.....         | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 19¼                  | Little Gruinard .....    | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 16¾                  | Gruinard .....           | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 15¾                  | Mungasdale .....         | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 13½                  | Summit.....              | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7                    | Dundonnell Inn .....     | 6½             | 30½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6½                   | Auchtascaillt .....      | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2½                   | Summit.....              | 3¾             |        | Slight rise to Auchtascaillt, where bear to L., then nearly level across Strath Beg. Out of the strath the road goes up a steep hillside: first m. very difficult, the second easier, the third again stiff. At the summit there is a magnificent view. From the top of this hill the road actually drops down the face of a precipice, to the shore of Loch Broom, falling 500 ft. in 1 m., with a gradient of 1 in 5 at the foot! The surface, on both sides of the hill, is wretched. Ferry from Aultnaharrie over to Ullapool.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                    | Top of descent .....     | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## Route 315.

## GAIRLOCH TO ULLAPOOL—continued.

| Miles from Ullapool. | Places on the Road. | Mileage.       |        | General description of the Road.                                       |
|----------------------|---------------------|----------------|--------|------------------------------------------------------------------------|
|                      |                     | Inter-mediate. | Total. |                                                                        |
| I                    | Aultnaharrie .....  | I              |        | The ferry-boat usually lies on the Ullapool shore, and must be hailed. |
|                      | Ferry.              |                |        |                                                                        |
|                      | ULLAPOOL .....      | I              | 37½    |                                                                        |

**GAIRLOCH TO ULLAPOOL.** *Reverse.*—Ferry across to Aultnaharrie and climb the hill. At foot of the descent on the other side cross Strath Beg and bear *r.* to Dundonnell Inn, and keep forward. Thence an unmistakable road, following the coast most of the way, to Gairloch Hotel.

## ROUTE 316. KINLOCHEWE TO TORRIDON.

This is a good road, with a splendidly-graded rise and fall, up and down the glen, with high mountains on every side. Very fine scenery throughout, but especially at Loch Torridon.

| Miles from Torridon. | Places on the Road.  | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                      |
|----------------------|----------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                      | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                       |
| II                   | KINLOCHEWE INN ..... | ...            | ...    | From the inn proceed due southwards, having river on <i>l.</i> Easy rise for a m., then short dip to a br., and the steady and gradual ascent of the valley is resumed. At fork near top keep to <i>r.</i> , and pass Loch Clair on <i>l.</i> Thence a capital, gently undulating road down the valley of the R. Torridon to Torridon, a fishing hamlet at the head of Loch Torridon. |
| 7¼                   | Head of the Glen...  | 3¾             |        |                                                                                                                                                                                                                                                                                                                                                                                       |
|                      | TORRIDON .....       | 7¼             | II     |                                                                                                                                                                                                                                                                                                                                                                                       |

**KINLOCHEWE TO TORRIDON.** *Reverse.*—Proceed up Glen Torridon, having river on *r.*, and keep forward to Kinlochewe.

## ROUTE 317. JEANTOWN (LOCHCARRON) TO SHIELDAIG.

Very hilly out of Jeantown but with comparatively easier gradients for the rest of the way. The surface is fairly good beyond Kishorn, with a little roughness here and there.

| Miles from Shildaig. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                              |
|----------------------|---------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------|
|                      |                     | Inter-mediate. | Total. |                                                                                                               |
| 15¾                  | JEANTOWN .....      | ...            | ...    | From the inn proceed westwards through the village, leaving the loch on <i>l.</i> , then turn sharp <i>r.</i> |
|                      | (Lochcarron.)       |                |        |                                                                                                               |

# Route 317. JEANTOWN TO SHIELDAIG—continued.

| Miles from<br>Shieldaig. | Places on the<br>Road.               | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                    |
|--------------------------|--------------------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                      | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                     |
| 14 $\frac{3}{4}$         | Road junction .....<br>↑             | 1                       |                  | at road junction up a very steep, unrideable hill, on the other side of which there is a comparatively easy decline towards Kishorn, and a further descent beyond Courthill to Tornapress. Roughish surface on the hill out of Jeantown, then fair. |
| 13 $\frac{1}{2}$         | Summit.....<br>↓                     | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                     |
| 10 $\frac{1}{4}$         | Kishorn.....                         | 3 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                     |
| 9 $\frac{1}{4}$          | Courthill House.....                 | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                     |
| 8 $\frac{3}{4}$          | Tornapress .....<br>(Road junction.) | 1                       | 7                | Keep forward (L. to Applecross, below) on an easy road for 1 $\frac{1}{2}$ m., then a steady ascent, stiffish near the top, for 2 $\frac{1}{2}$ m.; thence a long, undulating descent to Shieldaig, down Glen Shieldaig.                            |
| 4 $\frac{1}{2}$          | Summit.....<br>↓                     | 4 $\frac{1}{4}$         |                  | Fair surface.                                                                                                                                                                                                                                       |
|                          | SHIELDAIG INN .....                  | 4 $\frac{1}{2}$         | 15 $\frac{3}{4}$ |                                                                                                                                                                                                                                                     |

**JEANTOWN (LOCHCARRON) TO SHIELDAIG.** *Reverse.*—Leave southwards, following the road up Glen Shieldaig and forward to Jeantown. The descent into that village is dangerous.

**TORNAPRESS TO APPLECROSS.**—This road has a continuous and appallingly steep ascent for 6 $\frac{1}{4}$  m. from Tornapress, rising to the summit, *considerably over 2000 ft.*, with a series of zigzags. From the top it immediately descends to sea-level at Applecross in 6 m. The surface is in very bad condition, and this, together with the nature of the gradients, makes riding impossible. There is an unsurpassable view from the top of the hill.

# ROUTE 318. ULLAPOOL TO LOCHINVER.

This road passes through wild, rugged scenery, thoroughly characteristic of Ross-shire and Sutherland. The "Little Matterhorn," Suilven, (or "Sugar Loaf,") is a conspicuous object to the W. most of the way. It is difficult to procure quarters at Lochinver in the summer and autumn. This is a hilly road with very variable surface.

| Miles from<br>Lochinver. | Places on the<br>Road.         | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                          |
|--------------------------|--------------------------------|-------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                           |
| 37 $\frac{1}{2}$         | ULLAPOOL .....<br>(Pier.)<br>↑ | ...                     | ...             | From the pier go a short way along the shore, having the water on r., then turn to L. through the village, leaving the loch side, and keep forward, crossing the R. Ullapool. Over the br. there is an ascent for 1 m., then a hilly, up-and-down road towards Auchendrean. Surface rough for 5 m., then slightly better. |
| 29 $\frac{3}{4}$         | Auchendrean .....              | 7 $\frac{3}{4}$         | 7 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                           |

Stiff ascent with one short break for 1 $\frac{1}{2}$  m., then downhill to the road junction. (L. a very hilly, bad road to Lochinver, 21 m.) Keep forward,

Route 318. **ULLAPOOL TO LOCHINVER**—*continued.*

| <i>Miles from<br/>Lochinver.</i> | <i>Places on the<br/>Road.</i>     | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------|------------------------------------|----------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                    | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                  |                                    |                                  |               | again ascending. Climb difficult at first, then easier towards the summit. Sharp descent to Knockan and Elphin, beyond which latter place a wayside school is passed and the road is gently undulating to the road junction at Ledmore. Bear <i>l.</i> and follow Route 320 to Skaig Bridge. Poor surface on the hills, but better latterly.                                                                                                                                                       |
| 22½                              | Knockan.....                       | 7½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 22                               | Elphin.....                        | ½                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 21½                              | Elphin School.....                 | ¾                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 19½                              | Road junction.....<br>(Route 320.) | 2                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 11                               | Skaig Bridge.....                  | 8½                               | 26½           | Turn sharp <i>l.</i> , having Loch Assynt on <i>l.</i> , road easy by the loch side but surface rough and poor. Towards Lochassynt Lodge the undulations are more marked, but it is comparatively easy going down the valley of the R. Inver to Brackloch, where the road ascends slightly, falls towards the road junction, with a slight rise thereto, then descends (care required) to Lochinver and crosses the river to the hotel. Surface loose and stony but comparatively fair as a whole. |
| 7                                | Lochassynt Lodge.....              | 4                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5                                | Little Assynt.....                 | 2                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2                                | Brackloch.....                     | 3                                |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| ½                                | Road junction.....                 | 1½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                  | ↓                                  |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                  | LOCHINVER HOTEL.....               | ½                                | 37½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**ULLAPOOL TO LOCHINVER.** *Reverse.*—Cross the river, bear to *r.*, and keep forward at the road junction, having the R. Inver on *r.* At Skaig Bridge join Route 320 and follow it, southwards, to road junction at Ledmore, where bear off to *r.*; thence unmistakable to Ullapool.

**ROUTE 319. BONAR BRIDGE TO ROSEHALL.**

With the exception of the stiffish pull before Rosehall, this is an easy and very good road through the lovely valley of the Oykeil.

| <i>Miles from<br/>Rosehall.</i> | <i>Places on the<br/>Road.</i>    | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------|-----------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                   | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 11¾                             | BONAR BRIDGE.....                 | ...                              | ...           | Having the new br. on <i>l.</i> , proceed up the shore of the Kyle of Sutherland, on a fine, gently undulating road, passing the Highland Rly. at Invershin Sta., and keeping to <i>l.</i> at fork beyond. Turn to <i>l.</i> just beyond the R. Shin Br., passing Inveran Hotel. The road for 5½ m. affords capital running in the beautiful Strath Oykeil. Beyond a small br. at the end of the easy stretch there is a stiffish hill for over ½ m., and a gradual decline to the junction with Route 320 at Rosehall. Very good surface. |
| 8½                              | Invershin Station.....            | 3½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7                               | Inveran Hotel.....                | 1½                               |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                 | ↑                                 |                                  |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                 | ROSEHALL.....<br>(Road junction.) | 7                                | 11¾           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



**BONAR BRIDGE TO ROSEHALL.** *Reverse.*—Facing E., go to *r.* at fork, and then over the hill, and down Strath Oyke. Beyond Inveran Hotel bear *r.*, pass *rly.*, and keep by the Kyle of Sutherland to Bonar Bridge.

## ROUTE 320. LAIRG TO SCOURIE.

(Via Aultnacallagach.)

A narrow road, with fairly good surface on the easier portions, but somewhat loose and gravelly on the hills and over the moorland. This route passes through scenery absolutely unique for its rugged grandeur and its varied view of loch and mountain. The difficulty of the hills—especially beyond Skaig Bridge—is amply compensated for in the prospects from their summits.

| <i>Miles from Scourie.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------|----------------------------|-----------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 54 $\frac{1}{4}$           | LAIRG .....<br>(Church.)   | ...                   | ...              | From the ch. proceed due S. and keep to <i>r.</i> ( <i>L.</i> , Route 325), having the upper portion of Loch Shin on <i>r.</i> About $\frac{1}{4}$ m. further turn to <i>r.</i> , cross river and bear <i>L.</i> , and in $\frac{1}{2}$ m. turn to <i>r.</i> (forward, Route 324), road ascending for $\frac{1}{2}$ m., then easy to next fork, where again keep to <i>r.</i> From here there is an undulating ascent over a dreary moor, and a downhill run, keeping <i>r.</i> at Achuirghill, and again <i>r.</i> before Rosehall, then forward to Cassley Bridge. For $2\frac{1}{2}$ m. the road is easy, then re-ascends in two short hills, with intermediate fairly level stretches, and falls to Oyke Bridge Inn. Surface very fair out of Lairg, rather poorer over the moor, then better after Rosehall. |
| 49 $\frac{1}{4}$           | <i>Summit</i> .....        | 5                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 46 $\frac{1}{4}$           | <i>Achuirghill</i> .....   | 2 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 45 $\frac{1}{4}$           | <i>Rosehall</i> .....      | 1                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 45                         | Cassley Bridge.....        | $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 39 $\frac{1}{4}$           | Oyke Bridge Inn .....      | 5 $\frac{3}{4}$       | 15               | Keep well to <i>L.</i> , road rising for over a m., then undulating for $1\frac{1}{2}$ m., beyond which the road ascends, stiffly at one part, over the wild moorland, passes close to the solitary Loch Craggie, descends to Ealag Burn, and rises and falls in longer slopes, easily, to the inn at Aultnacallagach, which stands on the roadside beside Loch Borrolan. The surface over the moor is loose and rather rough in parts, but on the whole makes good riding, comparatively speaking.                                                                                                                                                                                                                                                                                                               |
| 37 $\frac{1}{4}$           | Louderoy Lodge .....       | 2                     |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 28 $\frac{3}{4}$           | Aultnacallagach Inn ...    | 8 $\frac{1}{2}$       | 25 $\frac{1}{2}$ | Level on to the road junction, where keep forward ( <i>L.</i> , Route 318) over an easy road for a m., then slightly ascending, and having a long downhill run to the level before Inchnadamph. Fairly good surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 27 $\frac{1}{4}$           | Road junction .....        | 1 $\frac{1}{2}$       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 21 $\frac{1}{4}$           | Inchnadamph Inn .....      | 6                     | 33               | For nearly $\frac{1}{2}$ m. the road rises, and the long Loch Assynt is well seen on <i>L.</i> , and the conical peak of Suilven to the S.W. Thence downhill for another $\frac{1}{2}$ m., and gently undulating to Skaig Br., where Route 318 leaves to <i>L.</i> Fair surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 19                         | Skaig Bridge .....         | 2 $\frac{1}{4}$       | 35 $\frac{1}{4}$ | The loch side is left, and a long very steep hill ascended, which has an average gradient of 1 in 15 for the first m. or so. From the summit a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## Route 320.

LAIRG TO SCOURIE—*continued.*

| Miles from Scourie. | Places on the Road.           | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------|-------------------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                               | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16 $\frac{1}{2}$    | ↑ Summit.....<br>↓<br>↓<br>↓  | 2 $\frac{3}{4}$ |                  | capital view is had of the surrounding peaks and lochs. The first part of the descent is dangerous owing to an awkward double bend, thence the road winds down by the Unapool Burn to Unapool, and there is a stiff ascent and quick fall to Kyle Sku Inn. Very poor surface.                                                                                                                                                                                                                                                                                                                |
| 12 $\frac{1}{2}$    | Unapool.....                  | 3 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 11 $\frac{1}{2}$    | Kyle Sku Inn.....             | 1               | 42 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 10 $\frac{1}{2}$    | Ferry.                        |                 |                  | Cross the ferry ( $\frac{1}{4}$ m.) by boat from the inn, and on landing on the opposite shore keep well to L., ascending a fairly steep hill from Kylestromie. Quick descent from hill top to Duartmore Br., and a corresponding ascent on the other side. Beyond this hill there is easy running for a m. over the moor, then a further descent. This is followed by a succession of more or less stiff rises and falls, the hill beyond Eddrachillis Ch. being steepest. Downhill, avoiding a road to r. during the descent, to Scourie. Fair surface on the whole for such a hilly road. |
| 8                   | Kylestromie.....              | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | Duartmore Bridge.....         | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2 $\frac{3}{4}$     | Eddrachillis Church ...       | 5 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                     | ↑<br>SCOURIE.....<br>(Hotel.) | 2 $\frac{3}{4}$ | 54 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**LAIRG TO SCOURIE.** *Reverse.*—Passing the hotel on r. climb the hill ahead, thence keep forward. Cross ferry at Kyle Sku and ascend beyond the inn. At Skaig Br. keep to L., having Loch Assynt on r., and at road junction at Ledmore keep straight on. An easily-followed road to Rosehall, where keep to L., cross the moor and bear L. on meeting Route 324. Turn r. then L. before Lairg.

## ROUTE 321.

## LAIRG TO SCOURIE.

(Via Loch Shin.)

This is a much easier and better road than Route 320. The average gradients are easy all the way, the two steeper hills being in the rider's favour in the forward journey. The surface is apt to be rather soft along the loch sides, but is very fair generally.

| Miles from Scourie. | Places on the Road.     | Mileage.        |        | General description of the Road.                                                                                                                                                                                                                                                      |
|---------------------|-------------------------|-----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                         | Inter-mediate.  | Total. |                                                                                                                                                                                                                                                                                       |
| 43 $\frac{1}{2}$    | LAIRG.....<br>(Church.) | ...             | ...    | Proceed northwards, having Loch Shin on L. Undulating road with slight upward tendency to fork, where keep L. (r., Route 322) and cross the R. Tirry to the br., over which there is a slight fall; thence gently undulating to Shiness House, from which there is an uphill pull for |
| 36 $\frac{3}{4}$    | Shiness House.....      | 6 $\frac{3}{4}$ |        |                                                                                                                                                                                                                                                                                       |

## Route 321.

## LAIRG TO SCOURIE—continued.

| Miles from Scourie. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------|---------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 34½                 | Summit.....         | 2½             |        | 1½ m. Gradual descent from the hill top, and then undulating, with an easy rise to Overscaig. Fairly good surface.                                                                                                                                                                                                                                                                                                  |
| 27¾                 | Overscaig Inn ..... | 6¾             | 15¾    | The road rises and falls, easily, for 2 m., and is gently undulating by the shores of Loch Grian and Loch Merkland, and there is a somewhat steep descent to Kinloch, at the top of Loch More. Very easy running by Loch More side to Achfarry. Very fair surface.                                                                                                                                                  |
| 18                  | Kinloch .....       | 9¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 13                  | Achfarry .....      | 5              | 30½    | For a m. there is little of notice, but beyond that distance the road falls quickly for over ¼ m., towards the shore of Loch Stack, the giant form of Ben Stack rising on l. Beyond the loch the road runs beside the R. Laxford, famous for its trout fishing. There is a short ascent and fall to the level before the road junction, where Route 339 leaves on r., crossing the Laxford Br. Fairly good surface. |
| 6¾                  | Road junction ..... | 6¾             | 36¾    | Keep forward, road being fairly level for a m.; then it ascends gradually for another m., and, beyond a small br., becomes for a short way a little stiffer, and descends suddenly (1 in 10) to the level before Scourie. Fair surface; soft in parts.                                                                                                                                                              |
|                     | SCOURIE .....       | 6¾             | 43½    |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | (Hotel.)            |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                     |

**LAIRG TO SCOURIE (VIA LOCH SHIN).** *Reverse.*—Leave eastward, passing Loch Baddidarroch on l. At road junction 6¾ m. out keep forward; thence a very easily-followed road to Lairg.

## ROUTE 322.

## LAIRG TO TONGUE.

Speaking of it generally, the surface is very fair, the only roughnesses being on the higher moorland. By Loch Loyal side the running is capital, though apt to be rather soft in dry weather. The view is a striking one above Tongue. Altnaharra is the "Invermudal" of Black's "White Heather," in which the surroundings are fully described.

| Miles from Tongue. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                             |
|--------------------|---------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                              |
| 39                 | LAIRG .....         | ...            | ...    | Proceeding due N., cross the br. and bear slightly l., having the waters of Loch Shin on l. At fork-roads keep to r. (l., Route 321) up Strath Tirry. The ascent is continuous, but gradual, to Rhian Br., and then becomes a little stiffer |
|                    | (Church.)           |                |        |                                                                                                                                                                                                                                              |
| 32                 | Rhian Bridge .....  | 7              |        |                                                                                                                                                                                                                                              |

## Route 322.

## LAIRG TO TONGUE—continued.

| Miles from<br>Tongue. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------|------------------------|-------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 26 $\frac{1}{4}$      | Crask Inn .....        | 5 $\frac{3}{4}$         |                  | for a m., but is not at any point difficult. There are 3 m. of gentle undulations over the open moorland, and the ascent to "The Crask" (or watershed) is resumed. The surface is good for several m. out of Lairg, then becomes rather poorer towards the summit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 25 $\frac{1}{2}$      | "The Crask" .....      | 3 $\frac{1}{4}$         | 13 $\frac{1}{2}$ | Sharp fall (1 in 20) for about $\frac{1}{2}$ m., then an easy downward trend for 3 m., and a quicker descent towards Altnaharra Inn. Surface improves somewhat, latterly.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | ↓                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 18 $\frac{1}{2}$      | Altnaharra Inn .....   | 7                       | 20 $\frac{1}{2}$ | Cross the R. Mudal, and, avoiding a road to r. (Route 337), and to l. (Route 338), ascend the long, stiff hill ahead. In 2 m. from the inn the gradient is steep, but lessens considerably towards the summit, and the descent to Inniscannanlocha, beyond which a br. is crossed, is in no part sudden. By the shore of Loch Loyal, and at the base of Ben Loyal, the road is almost level, with only a slight rise here and there, and has a good surface, but towards the end of the loch, where it narrows into Loch Creagach, the re-ascent begins. The rise, which lasts for 2 m., is, however, gradual. At fork keep to r. (l., down to the village, hotel, etc.), and descend through trees for over a m., and keep to l. at branch-roads (r., Route 335). There is a sharp bend to l., and the road goes down abruptly to Tongue Ferry (Route 335). This descent is dangerous. Surface fairly good over the hill from Loch Loyal; loose on the descent to the ferry. |
| 14                    | Summit .....           | 4 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                       | ↓                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 12                    | Inniscannanlocha ..... | 2                       |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                       | [Tongue, 1 m.]         |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                       | ↓                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                       | ↓                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                       | ↓                      |                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                       | TONGUE FERRY .....     | 12                      | 39               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**LAIRG TO TONGUE. Reverse.**—From the ferry keep to l., ascending the steep hill, and avoid a road to l. on the ascent [or, keep to r. from the ferry, go through Tongue village, and keep to l. ascending to the road above]. Keep forward, passing Loch Loyal on l., to Altnaharra, where avoid roads to r. and l. Thence a straightforward road to Lairg.

# ROUTE 323. ALNESS TO BONAR BRIDGE.

(The Hill Road.)

A very hilly, moorland road, but more direct than via Tain. The surface, however, is very bad on the higher ground and there is a long, dangerous descent to West Fearn. On the whole this route has little to recommend it, unless it be the extensive view from the summit.

| Miles from Bonar Br. | Places on the Road.   | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------|-----------------------|----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                       | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 17½                  | ALNESS (Bridge.)      | ...            | ...    | From the br. go a few yds. E. into the village, then turn up to L, having a steady ascent for 2 m. to road junction in the woods, beyond Achandunie. The ascent is resumed just beyond this, and continues without intermission for 3 m., when the road dips to the R. Strathroy and re-ascends to the highest point on the route. The surface is fairly good at first but soon degenerates, and is very poor over the summit.                                   |
| 16½                  | Achandunie            | 2              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 14½                  | Sittenham             | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 12½                  | Cross River Strathroy | 2½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 10¾                  | Summit                | 1½             | 7½     | The descent is easy to Aultnamain, but the surface is bad and, though the next 3 m. are gently undulating, the riding afforded is rough. At the end of the undulating stretch there is a very steep fall for 2 m. with a nasty turn, near a small br., about half-way down. This bit is particularly dangerous and should be taken slowly and carefully. Easy decline to West Fearn, where the rly. is joined on r. Surface loose and very rough on the descent. |
| 9½                   | Aultnamain            | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 6½                   | Head of the hill      | 3              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 3½                   | West Fearn            | 2¾             | 14¾    | Route 310 (alternative portion) to Bonar Bridge.                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                      | BONAR BRIDGE          | 3½             | 18½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

ALNESS TO BONAR BRIDGE (THE HILL ROAD.) *Reverse.*—Reverse of Route 310 (alternative portion) to the road junction beyond W. Fearn, where bear r., uphill. At fork at Achandunie, on the descent towards Alness, keep to L. Care required on entering the village.

# ROUTE 324. BONAR BRIDGE TO LAIRG.

This is a connecting link between the routes meeting at Bonar Br. and those going N. and E. from Lairg. Route 319 forms the connection with Route 320, in which case it is unnecessary to go to Lairg at all. Very fine scenery all the way from Bonar Br. to Lairg.

| Miles from Lairg. | Places on the Road. | Mileage.       |        | General description of the Road.                                             |
|-------------------|---------------------|----------------|--------|------------------------------------------------------------------------------|
|                   |                     | Inter-mediate. | Total. |                                                                              |
| 0¾                | BONAR BRIDGE        | ...            | ...    | Route 319 to Invershin Sta.<br>Keep forward to fork, where bear L. and after |
| 7½                | Invershin Station   | 3½             | 3½     |                                                                              |



Route 324. **BONAR BRIDGE TO LAIRG**—*continued.*

| <i>Miles from Lairg.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                                                                                                                                                                                                                        |
|--------------------------|----------------------------|-----------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                            | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                                                                                                                                                                                                                                |
| 6 $\frac{1}{4}$          | Cross River Shin .....     | 1 $\frac{1}{4}$       |                  | crossing the R. Shin turn to r., having river on r. Road ascends gradually for a m., then falls, but soon resumes the upward tendency, which is continued, on a very easy gradient, for 3 $\frac{1}{2}$ m.; then level into Lairg. Capital surface.<br>(Routes 321, 322, and 325 joined here). |
|                          | LAIRG .....<br>(Church.)   | 6 $\frac{1}{4}$       | 10 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                |

**BONAR BRIDGE TO LAIRG.** *Reverse.*—Leave due S., and at road junction  $\frac{1}{4}$  m. out keep forward having river on r. On meeting Route 319 at the Shin Br. bear to l. and cross the br. No further turnings to Bonar Br.

**EDITOR'S NOTE.**—An alternative road to Lairg from Bonar Br. runs on the other side of the valley, E. of the rly. Keep to r. at fork beyond Invershin Sta., thence up a stiffish ascent 2 m. long, with an undulating round towards Lairg from the top of the hill. Distance, 10 $\frac{1}{2}$  m. Fair surface on the whole.

**ROUTE 325. LAIRG TO GOLSPIE.**

The gradients on this road are easy and the surface fairly good, but there is nothing very attractive in the surroundings until near The Mound Sta. and at Golspie.

| <i>Miles from Golspie.</i> | <i>Places on the Road.</i>        | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------|-----------------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                   | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 18                         | LAIRG .....<br>(Church.)          | ...                   | ...           | From the ch. go a few yds. S., having the waters of the loch on r., then bear round to l. ascending. The upward tendency is continuous for 2 m., and there is a good downhill run, on fairish surface, for 6 m., having rly. on r. Beyond the Torrbreac Burn the road is gently undulating to Rogart Sta. and there is a capital run, on better surface, towards the road-junction near The Mound Sta. Here keep forward, as in Route 310, to Golspie. |
| 9                          | Cross Torrbreac Burn....          | 9                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7 $\frac{1}{4}$            | Rogart Station .....              | 1 $\frac{3}{4}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                            | [The Mound Sta. $\frac{1}{4}$ m.] |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3 $\frac{1}{2}$            | Road junction .....               | 3 $\frac{3}{4}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                            | GOLSPIE .....                     | 3 $\frac{1}{2}$       | 18            |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**LAIRG TO GOLSPIE.** *Reverse.*—Reverse of portion of Route 310 S. out of Golspie. At road-junction near the Mound Sta. keep forward up Strath Fleet to Lairg.

## ROUTE 326. TAIN TO CROMARTY.

The direct road. Undulating to Nigg Sta., then practically level, and having very good surface throughout.

| Miles from Cromarty. | Places on the Road.                      | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------|------------------------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                          | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11½                  | <b>TAIN</b> .....<br>(County Buildings.) | ...            | ...    | Proceed along High St., passing Royal Hotel, up Geanies St., along Lamington St., thence straight forward, eastward, by Calrossie cross-roads. Slight rise out of Tain, then easily undulating on good surface. At fork bear to <i>r.</i> ( <i>l.</i> , a good road to Fearn Sta., etc.). Slight rise beyond the fork, then an easy descent, during which avoid a road to <i>r.</i> , to Nigg Sta. Very good surface. |
| 10                   | <i>Calrossie Cross-rds.</i>              | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9                    | <i>Fork-roads</i> .....                  | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 7                    | Nigg Station .....                       | 2              | 4½     |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6¾                   | <i>Cross-roads</i> .....                 | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5½                   | Ankerville .....                         | 1¼             |        | Keep forward over the cross-roads, and at Ankerville turn sharp <i>r.</i> , thence a capital, almost level run by the shore of the Bay of Nigg to the N. end of the ferry, whence cross by ferry-boat to Cromarty pier.<br>(Routes 307 and 308 joined here.)                                                                                                                                                          |
| 1                    | North Ferry Landing .....                | 4½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                      | <i>Ferry.</i>                            |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                      | <b>CROMARTY</b> .....<br>(Pier.)         | 1              | 11½    |                                                                                                                                                                                                                                                                                                                                                                                                                       |

**TAIN TO CROMARTY. Reverse.**—Ferry from Cromarty pier to the N. landing, from which bear to *l.* along the Bay of Nigg. Keep close to shore to head of the bay, then turn sharp *l.* at Ankerville. At road junction 2 m. beyond Nigg Sta. bear *l.* towards Tain.

## ROUTE 327.

### CROMARTY TO PORTMAHOMACK.

A gently undulating road, with good surface.

| Miles from Portmahomack. | Places on the Road.                     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                     |
|--------------------------|-----------------------------------------|----------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                      |
| 15½                      | <b>CROMARTY</b> .....                   | ...            | ...    | Route 326 (reverse) to the cross-roads before Nigg Sta.                                                                                                                                                                                                              |
| 8¾                       | <i>Cross-roads</i> .....                | 6¾             | 6¾     |                                                                                                                                                                                                                                                                      |
| 7                        | Hill of Fearn .....                     | 1¾             |        | Here turn <i>r.</i> and keep forward to Hill of Fearn, where bear <i>r.</i> downhill to Fearn, where bear round to <i>l.</i> and avoid a road to <i>r.</i> just after the turn, and keep forward, over an undulating road, to Portmahomack. Good surface throughout. |
| 6½                       | Fearn .....                             | ½              |        |                                                                                                                                                                                                                                                                      |
| 2                        | North Tarrel .....                      | 4½             |        |                                                                                                                                                                                                                                                                      |
|                          | <b>PORTMAHOMACK</b> .....<br>(Harbour.) | 2              | 15½    |                                                                                                                                                                                                                                                                      |

**CROMARTY TO PORTMAHOMACK. Reverse.**—Having harbour on *r.*, proceed in a southerly direction, and keep forward at North Tarrel road junction. At Fearn bear round

to *r.*, then keep to *L.* at Hill of Fearn, and go forward to the cross-roads near Nigg Sta. Here turn *L.* and follow Route 326 to Cromarty.

EDITOR'S NOTE.—An alternative road may be taken by turning to *r.* in the forward journey, bearing *L.* over  $\frac{1}{2}$  m. further, then keeping forward, passing Balintore on *r.*, to Hillton of Caddboll, where bear *L.*, and rejoin the route above. Easy, undulating road; good surface. Distance almost equal either way.

## ROUTE 328. TAIN TO PORTMAHOMACK.

The direct road. On the whole, fairly good, but apt to be loose at one or two parts. An alternative way is obtained by following Route 326 for  $2\frac{1}{2}$  m., then bearing *L.*, passing Fearn Sta. and joining Route 327 at Hill of Fearn.

| Miles from<br>Portmahomack | Places on the<br>Road.            | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------|-----------------------------------|-------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                   | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 9 $\frac{1}{2}$            | TAIN .....<br>(County Buildings.) | ...                     | ...             | Leave High St. due S.E., road straight for $\frac{1}{4}$ m. from the town, then bends to <i>L.</i> and passes rly. Easy decline out of Tain, then gently undulating to fork-roads (where keep to <i>L.</i> ) and for $\frac{1}{2}$ m. beyond. Then there is an easy rise for $\frac{1}{2}$ m., and again the road becomes gently undulating to the br. at Mains of Arbol. After an ascent of a little more than $\frac{1}{4}$ m. it is level running to the road junction at N. Tarrel, where Route 327 is joined on <i>r.</i> Good downhill going towards Portmahomack. Fairly good surface, but rather soft in parts. |
| 6 $\frac{1}{4}$            | Fork-roads .....                  | 3 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3                          | Mains of Arbol.....               | 3 $\frac{1}{4}$         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2                          | North Tarrel .....                | 1                       |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                            | PORTMAHOMACK .....<br>(Harbour.)  | 2                       | 9 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                            |                                   |                         |                 | (There is a fairly good road on to Tarbat Ness Lighthouse, 3 m.).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

TAIN TO PORTMAHOMACK. *Reverse.*—Having harbour on *r.* proceed forward to road junction at N. Tarrel, where bear *r.* A straightforward road to Tain.

## ROUTE 329. TAIN TO GOLSPIE.

(Via Dornoch.)

This route, crossing by the Meikle and Little Ferries, saves what would otherwise be a very circuitous road. Its surroundings, however, are rather uninteresting and the surface is poor in parts.

| Miles from<br>Golspie. | Places on the<br>Road.        | Mileage.                |        | General description of the Road.                                                                                                                                                                                                 |
|------------------------|-------------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                               | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                  |
| 17 $\frac{1}{4}$       | TAIN .....                    | ...                     | ...    | Route 310 to Ferrytown Inn.<br>Level to Cuthill road junction, where keep forward over a somewhat loose and stony road, which runs level towards Dornoch through sandy ground on which shrubs and bushes grow in some profusion. |
| 12 $\frac{1}{4}$       | Ferrytown Inn.....            | 5                       | 5      |                                                                                                                                                                                                                                  |
| 11 $\frac{1}{4}$       | Cuthill Road<br>junction..... | 1                       |        |                                                                                                                                                                                                                                  |

## Route 329.

TAIN TO GOLSPIE—*continued.*

| Miles from<br>Golspie. | Places on the<br>Road.    | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                           |
|------------------------|---------------------------|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                           | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                                                            |
| 7 $\frac{3}{4}$        | Dornoch.....              | 3 $\frac{1}{2}$         | 9 $\frac{1}{2}$  | Bear <i>r.</i> on entering the village, then turn <i>l.</i> and keep forward. Road ascends (keep to <i>l.</i> at fork; <i>r.</i> to Embo) to the hamlet of Embo-Street for $\frac{1}{2}$ m., beyond which it is easy and then descends gradually towards Little Ferry S. Landing, where ferry-boat is taken for the N. Landing. Fair surface from Dornoch to Little Ferry. |
| 6 $\frac{1}{2}$        | Embo-Street.....          | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                                                            |
|                        | <i>Ferry.</i>             |                         |                  |                                                                                                                                                                                                                                                                                                                                                                            |
| 3 $\frac{1}{4}$        | Little Ferry N. Landing.. | 3 $\frac{1}{4}$         | 14               | The road on to Golspie, leading through a portion of Balblain Wood, is level, but has a poor surface. Route 310 is re-joined at the village.                                                                                                                                                                                                                               |
|                        | GOLSPIE .....             | 3 $\frac{1}{4}$         | 17 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                            |

**TAIN TO GOLSPIE. Reverse.**—Leaving the village southwards bear to *r.*, then keep to *l.*, where roads fork, just beyond. Cross Little Ferry, and a m. beyond the S. Landing turn to *l.* In Dornoch bear *r.* in centre of the village and leave to *l.* by the Meikle Ferry road, which is seen, ahead, running level through the low shrubs by the shore. Cross Meikle Ferry beyond Ferrytown Inn and, beyond Meikle Ferry Sta., bear *l.* towards Tain.

## ROUTE 330. HELMSDALE TO MELVICH.

For a greater part of the way this road passes through some of the dreariest country in Scotland. At either end, however, above Helmsdale and in lower Strath Halladale, the surroundings are more pleasant. For such a lonely road the surface is wonderfully good, the little roughnesses being appreciable only here and there.

| Miles from<br>Melvich. | Places on the<br>Road.              | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------|-------------------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                     | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 0 $\frac{1}{4}$        | HELMSDALE ... ..<br>(Hotel.)        | ...                     | ...    | Proceed in a N.W. direction, leaving hotel (Belgrave Arms) on <i>l.</i> , and bear to <i>r.</i> at end of the street, going up the valley and having river on <i>l.</i> For over 3 m. the road is easy, and then ascends gradually to Torrish, beyond which it is again easy running, with slight rise and fall at Duible to Kildonan Ch. During the next $\frac{3}{4}$ m. the upward trend is more apparent; then it is again downhill, passing the access-road to Kildonan Sta. on <i>l.</i> For over 2 m. the upward gradient is easy, and there is a subsequent gentle decline, and an undulating stretch for another 2 m., after which the upward tendency is resumed towards Kinbrace Sta., where keep forward ( <i>l.</i> to the sta.). Fairly good surface. |
| 5 $\frac{1}{2}$        | Torrish .....                       | 4 $\frac{3}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2 $\frac{1}{4}$        | Duible .....                        | 3 $\frac{1}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1 $\frac{1}{4}$        | Kildonan Church .....               | 1                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                        | [Kildonan Station $\frac{1}{2}$ m.] |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 9 $\frac{1}{4}$        | Crownfield Cottage .....            | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

Route 330. **HELMSDALE TO MELVICH**—*continued.*

| Miles from Melvich. | Places on the Road.         | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------|-----------------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                             | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 23 $\frac{1}{4}$    | Kinbrace Station.....       | 6               | 17               | The road is now a very dreary one. It continues to undulate gently for 3 m., whence there is a gradual rise towards the summit and a descent towards Forsinard. Surface rather loose in parts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 21 $\frac{3}{4}$    | Archintool .....            | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 17 $\frac{1}{4}$    | Summit .....                | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 15 $\frac{3}{4}$    | Forsinard Hotel & Sta. .... | 1 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | Here the road crosses the rly. on the level and leaves it, the rly. going N.E. and the road due N. There is a long undulating descent into Strath Halladale, with a slight ascent from the br., over the Halladale R. The downward run is resumed for over a m. and then the road undulates by the straggling crofts of Trantlebeg, Croick, and Dalhalvaig, falls beyond the br. over the Smigel Burn, and trends upward to Golval. At road junction beyond bear to L. cross the Halladale R. by the handsome new br. and ascend into Melvich. From Forsinard the surface, though fairly good on the whole, is rather soft and loose here and there, and becomes especially so in dry weather. |
| 8 $\frac{3}{4}$     | Trantlebeg.....             | 7               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 8 $\frac{1}{4}$     | Croick .....                | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 $\frac{3}{4}$     | Dalhalvaig .....            | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 $\frac{3}{4}$     | Golval .....                | 5               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2                   | Road junction .....         | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1 $\frac{3}{4}$     | Halladale Bridge .....      | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| $\frac{3}{4}$       | Melvich .....               | I               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                     | MELVICH INN .....           | $\frac{3}{4}$   | 40 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**HELMSDALE TO MELVICH.** *Reverse.*—Proceed southwards, cross the Halladale R. and turn r. at road junction beyond. Thence an unmistakable road over the lonely moorland and down the Helmsdale valley to Helmsdale.

**ROUTE 331. LATHERON TO THURSO.**

A very lonely road passing through a vast plain of dull brown peat-bog, clothed with acres of luxuriant heather. There is no shelter of any kind for many miles, and not even a tree to be seen for the greater part of the way. The surface, with the exception of some rather loose, stony patches in parts, is very fair.

| Miles from Thurso. | Places on the Road. | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------|---------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                     | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 23 $\frac{1}{2}$   | LATHERON .....      | ...            | ...    | Leave the little village due N., going up the valley of the small stream which flows on L. Ascend rather stiff at first, and surface rough and loose. In 2 m. the road begins to descend, and rises and falls in long, easier slopes, passing Loch Rangag on L., to beyond Achavanich. The surface is rather stony in parts, but affords fair riding on the whole. For 3 m. there is a undulating descent, and the narrow road rises |
| 17 $\frac{1}{2}$   | Achavanich .....    | 6              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |



## Route 331.

LATHERON TO THURSO—*continued.*

| <i>Miles from Thurso.</i> | <i>Places on the Road.</i>  | <i>Mileage.</i>        |                  | <i>General description of the Road.</i>                                                                                                                                                    |
|---------------------------|-----------------------------|------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                             | <i>Inter-medi-ate.</i> | <i>Total.</i>    |                                                                                                                                                                                            |
| 10 $\frac{3}{4}$          | Mybster.....                | 6 $\frac{3}{4}$        | 12 $\frac{3}{4}$ | and falls gradually towards Mybster, a small wayside hamlet with enclosures fenced round by huge upright slabs of grey Caithness stone. Surface very fair, latterly.                       |
| 6 $\frac{1}{2}$           | Georgemas Junc. Sta...<br>↓ | 4 $\frac{1}{2}$        |                  | Keep forward, having a quick descent, surface rather loose, to Georgemas Junction Sta., where the Highland Rly. is crossed, and a slight ascent to the road junction, where bear <i>L.</i> |
| 6                         | Road junction .....         | $\frac{1}{2}$          | 17 $\frac{1}{2}$ | Route 332 to Thurso.                                                                                                                                                                       |
|                           | THURSO .....                | 6                      | 23 $\frac{1}{2}$ |                                                                                                                                                                                            |

**LATHERON TO THURSO.** *Reverse.*—Route 332 (reverse) to road junction, 6 m. out, where bear to *r.* and avoid a road to *L.*, beyond Georgemas Sta. Thence straight forward to Latheron.

## ROUTE 332.

## WICK TO THURSO.

(Via Watten.)

This is a companion route to 333; both are good roads and both are of almost equal length. Of the two, however, perhaps this route via Watten is the better and easier. The surroundings are rather monotonous and dreary.

| <i>Miles from Thurso.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>        |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------|----------------------------|------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                            | <i>Inter-medi-ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 20 $\frac{3}{4}$          | WICK .....                 | ...                    | ...           | Leave due W., passing the rly. sta. on <i>r.</i> For 1 $\frac{1}{2}$ m. the road is gently undulating, and there is a good downhill run to the br. at Haster. The road is still undulating, but has a slight upward tendency by Bilbster. From the 6th to the 7th m.s. there is a capital downhill run, and after a slight rise a further decline past Watten Inn to the br. over the Wick Water. Beyond the br. the road ascends to the small village of Watten. Good surface. |
|                           | (Town Hall.)               |                        |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 18 $\frac{1}{4}$          | Haster .....               | 2 $\frac{1}{2}$        | 8             | Keep forward ( <i>r.</i> , to rly. sta.) on a gently rising road at first, then moderately level, and descending subsequently to the small br. at Oldhall. After ascending gradually on the other side of the little valley the road runs level past Dunn Inn. Capital surface.                                                                                                                                                                                                 |
| 16 $\frac{1}{4}$          | Thuster House.....         | 2                      |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 15 $\frac{1}{4}$          | Bilbster .....             | 1                      |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 13 $\frac{1}{4}$          | Watten Inn .....           | 2                      |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 12 $\frac{3}{4}$          | Watten .....               | $\frac{1}{2}$          |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10 $\frac{1}{4}$          | Oldhall .....              | 2 $\frac{1}{2}$        |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9 $\frac{3}{4}$           | Dunn Inn .....             | $\frac{1}{2}$          | 11            | At the end of the stretch of level the gentle undulations are resumed and the rly. is crossed,                                                                                                                                                                                                                                                                                                                                                                                  |

## Route 332.

WICK TO THURSO—*continued.*

| Miles from<br>Thurso. | Places on the<br>Road. | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                         |
|-----------------------|------------------------|-------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                          |
| 6 $\frac{3}{4}$       | Railway Bridge .....   | 3                       |                  | Georgemas Junction Sta. lying over to <i>l.</i> The highest point of the road is reached a m. beyond the rly. br., at Georgemas Inn, before which Route 331 is joined on <i>l.</i> Good surface.                                                                                         |
| 6                     | Road junction .....    | $\frac{3}{4}$           |                  |                                                                                                                                                                                                                                                                                          |
| 5 $\frac{3}{4}$       | Georgemas Inn .....    | $\frac{1}{4}$           | 15               | The road descends easily for 2 m., and is then undulating, but with a continuous downward tendency to Thurso, before which bear <i>l.</i> over the br. into the town. The last few m. are somewhat rough and lumpy owing to the heavy traffic in connection with the flagstone quarries. |
| $\frac{1}{4}$         | Thurso Bridge .....    | 5 $\frac{1}{2}$         |                  |                                                                                                                                                                                                                                                                                          |
|                       | THURSO .....           | $\frac{1}{4}$           | 20 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                          |
|                       | (Princes Street.)      |                         |                  |                                                                                                                                                                                                                                                                                          |

WICK TO THURSO (VIA WATTEN). *Reverse.*—From Princes St. and Macdonald Sq. turn down to the br., which cross, and bear *r.* on other side. Near Georgemas Inn avoid a road to *r.*, but keep forward passing over the rly.; thence an unmistakable road to Wick.

## ROUTE 333.

## WICK TO THURSO.

(Via Thura Inn.)

See summary to previous route. The m.s.s. on this road appear to be measured from a different point in Wick, and therefore do not tally with the distances given below, which are taken as starting from the County Buildings, as being the most convenient centre for this route to begin at. All the gradients on the route are comparatively easy; the scenery, however, is tame.

| Miles from<br>Thurso. | Places on the<br>Road.      | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                                                                                              |
|-----------------------|-----------------------------|-------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                             | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                                                                                               |
| 21                    | WICK<br>(County Buildings.) | ...                     | ...              | From Bridge St. go to <i>l.</i> up High St., and out of the town by the sawmills. The first $\frac{1}{2}$ m. is uphill; beyond that it is at first level, then slightly undulating, and rises easily to the Plover Inn at Reiss, where the John o' Groat's Rd. (Route 310) leaves to <i>r.</i> Surface a little lumpy out of Wick, then good. |
| 20 $\frac{1}{2}$      | Gallowhill .....            | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                               |
| 17 $\frac{3}{4}$      | Reiss .....                 | 2 $\frac{3}{4}$         | 3 $\frac{1}{4}$  | Keep forward, having an easy downhill run by Reiss School, then a stretch of fairly level road and a stiffish rise for $\frac{1}{2}$ m., followed by a succession of rise and fall, all easy, to Thurso Inn. Good surface.                                                                                                                    |
| 16 $\frac{1}{2}$      | Kilminster .....            | 1 $\frac{1}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                               |
| 14                    | Kirk .....                  | 2 $\frac{1}{2}$         |                  | The road is undulating, with upward trend, for some way beyond the inn, then gradually falls towards Castletown, before which place a fairly good road leaves on <i>r.</i> for Barrock, etc. Shar turn at a br., then a winding road with easy rise                                                                                           |
| 10 $\frac{1}{2}$      | Thura Inn .....             | 3 $\frac{1}{2}$         | 10 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                               |
| 10                    | [Bower Church] .....        | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                               |
| 9 $\frac{1}{2}$       | Bower .....                 | $\frac{1}{2}$           |                  |                                                                                                                                                                                                                                                                                                                                               |
| 6 $\frac{3}{4}$       | Barrock Branch-road ....    | 2 $\frac{3}{4}$         |                  |                                                                                                                                                                                                                                                                                                                                               |

## Route 333.

WICK TO THURSO—*continued.*

| Miles from<br>Thurso. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------|------------------------|-------------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5½                    | Castletown .....       | 1½                      | 15½    | into the village, just before which bear <i>l.</i> , Route 334 leaving on <i>r.</i> Capital surface.<br>The village is ¾ m. long, and lies on the slope of a well-graded hill. The road continues to rise, but very gradually, for ¾ m., followed by a downhill run and a stiffish re-ascent. Beyond the brow of the hill the road turns to <i>l.</i> and declines, passing the lodge gates of Thurso Castle on <i>r.</i> Bear <i>r.</i> over Thurso Br. into the town. Surface a good, hard macadam, but a trifle lumpy in parts. |
| ¾                     | Thurso Bridge .....    | 5½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                       | THURSO .....           | ¾                       | 21     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                       | (Princes Street.)      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**WICK TO THURSO. Reverse.**—From Macdonald Sq. go down to br., which cross, and bear *l.* at branch roads beyond. Near top of hill turn to *r.*, and on leaving Castletown keep again to *r.* and bear *l.* beyond and cross br., at which the road makes an awkward turn. Thence a direct, forward road to Wick.

## ROUTE 334. THURSO TO JOHN O' GROAT'S.

An easy road from Castletown to East Mey, then rather hilly for 3 m., and again fairly level to John o' Groat's. The surface, though good as a whole, is, owing to the sandy nature of the soil, somewhat loose in parts. Some fine views of the Pentland Firth.

| Miles from<br>John o' Groat's | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------|------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 20½                           | THURSO .....           | ...                     | ...    | Route 333 (reverse) to Castletown.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 14½                           | Castletown .....       | 5½                      | 5½     | At branch-roads at end of the village turn to <i>l.</i> round the corner of the hotel, descends at first, easily, and is then gently undulating by the shore of Dunnet Bay to Dunnet. Towards the Berridale Arms the rises and falls, though gradual, are a little more marked, and there is an upward trend from the small br. over the burn which flows into the Loch of Mey to the inn. From Castletown the surface is rather soft in places, but, on the whole, good. |
| 11½                           | Dunnet Inn .....       | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 7½                            | Berridale Arms .....   | 4½                      | 12½    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6½                            | East Mey .....         | 1½                      |        | Easy, level running towards East Mey, followed by an ascent of ½ m. and a long downhill run to the br. at Gills. The curves here require care. Turn <i>l.</i> between the two brs., and keep along the shore of Gills Bay to Canisbay Ch., ¾ m. beyond which bear to <i>l.</i> , and turn <i>r.</i> at ¼ m.                                                                                                                                                               |
| 4½                            | Gills .....            | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3                             | Canisbay Church .....  | 1½                      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

## Route 334. THURSO TO JOHN O' GROAT'S—continued.

| Miles from<br>John O' Groat's | Places on the<br>Road.       | Mileage.                |                  | General description of the Road.                                                                                                                                                                                                                                   |
|-------------------------------|------------------------------|-------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                              | Inter-<br>medi-<br>ate. | Total.           |                                                                                                                                                                                                                                                                    |
|                               | [Huna Inn, $\frac{1}{4}$ m.] |                         |                  | further (forward, to Huna Inn). In another $\frac{3}{4}$ m. turn to <i>L.</i> , and to <i>r.</i> in about $\frac{1}{2}$ m., then, $\frac{3}{4}$ m. beyond, finally to <i>L.</i> to John o' Groat's. Good surface; loose here and there, especially in dry weather. |
|                               | JOHN O' GROAT'S .....        | 3                       | 20 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                    |

THURSO TO JOHN O' GROAT'S. *Reverse*.—Leave the hotel due S., and at cross-roads at about  $\frac{1}{2}$  m. out turn to *r.* then to *L.* over  $\frac{1}{2}$  m. beyond, and to *r.* at next road junction. On meeting the road to Huna Inn bear *L.*, going westwards near the coast and passing Canisbay Ch. After crossing the first br. at Gills bear to *r.* and cross the other br., thence unmistakable to Castletown, where join Route 333.

## ROUTE 335. THURSO TO DURNESS.

An excessively hilly road, with several very dangerous descents and at least two ferries to cross. The surface to Reay is very good, then it becomes poor and is in parts rough and loose, but on the easier portions of the road affords fair riding. There are, however, an abundance of remarkably fine views of the northern coast, and the many straths dipped into are a picturesque relief to the dull moorland passed over for a greater part of the way. The Cave of Smoo, to the seaward of Smoo House, is worthy of a visit, it being a remarkable cavern. Sir Walter Scott gives an account of it in his *Diary*.

| Miles from<br>Durness. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------|------------------------|-------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 72 $\frac{3}{4}$       | THURSO .....           | ...                     | ...    | Proceed S.W. out of the town, passing the rly. sta. on <i>L.</i> on a stiffish ascent, keeping to <i>r.</i> at 1 $\frac{1}{2}$ m. out. After 2 m. the road is easy to Janetstown and descends to the br. over the Forss Water. Re-ascent beyond the br. and a gentle upward gradient to Shebster, followed by an undulating downhill run to Reay, passing junction with Route 336 on <i>r.</i> Capital surface |
|                        | (Princes Street.)      |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 69 $\frac{3}{4}$       | Janetstown .....       | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 67 $\frac{3}{4}$       | Cross Forss Water..... | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 65 $\frac{1}{4}$       | Shebster .....         | 2 $\frac{1}{2}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 62 $\frac{1}{4}$       | Road junction .....    | 3                       |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 61 $\frac{3}{4}$       | Reay .....             | $\frac{1}{2}$           | 11     | Easy for a m., then a fairly steep ascent for 1 $\frac{3}{4}$ m. level at the summit for over $\frac{1}{2}$ m. and a quick fall on the other side for 2 m. towards the new br., over the Halladale R., before which Route 330 is joined on <i>L.</i> Cross the br. and ascend towards Melvich. Fairly good surface.                                                                                            |
|                        | ↑ .....                |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                        | ↓ .....                |                         |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 57                     | Road junction .....    | 4 $\frac{3}{4}$         |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 56 $\frac{3}{4}$       | Halladale Bridge ..... | $\frac{1}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| 55 $\frac{3}{4}$       | Melvich .....          | 1                       | 17     | Proceed up through the village and keep to <i>r.</i> beyond the inn, over an undulating road for 2 m. at the end of which there is a sharp fall b                                                                                                                                                                                                                                                              |
| 55                     | Melvich Inn .....      | $\frac{3}{4}$           |        |                                                                                                                                                                                                                                                                                                                                                                                                                |

## Route 335.

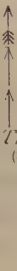
## THURSO TO DURNES—continued.

| Miles from Durness. | Places on the Road.     | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------|-------------------------|----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                         | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 52½                 | Strathy..... ↓          | 2½             |        | Strathy to the br. over the Strathy Water. On the other side of the river there is a long steep hill to face, having a maximum gradient of 1 in 16. From the top of the hill, which is a m. long, there is easy going for 1½ m., followed by another steep and dangerous descent with an awkward turn about midway. At the hill foot the Armadale Water is crossed and there is a very stiff long ascent therefrom, on a gradient of about 1 in 14. And for a m. beyond the top of this steep hill the ascent is continuous for over a m., but becomes much easier. Poorer surface after Melvich.                                                                                                                                                                                                                                                                             |
| 52                  | Strathy Bridge.....     | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 51½                 | ↑ Strathy Inn.....      | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | ↑                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 48½                 | Armadale Bridge..... ↓  | 3              |        | From the highest point there is a first descent for ¾ m., then a short rise; a second descent for over ½ m. and another short rise; beyond this there is a third descent by Farr to the Clachan Burn, beyond which keep to L., having a sharp rise of ½ m. before Bettyhill Inn. Rough surface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | ↑                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 45¾                 | Summit.....             | 2¾             | 27     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | ↓                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 42¾                 | [Farr]..... ↓           | 3              |        | For about 2 m. the surface is better and the road, after descending from the inn, is gently undulating. Cross the R. Naver to r. by the new br. and keep up the valley, having river immediately on L., to road junction, where turn r. up a long, roughish, steep hill; gradient 1 in 11. Having crossed the watershed the road falls almost as rapidly to Borgie Br.—care required. The road now ascends another hill shoulder, passes three lochs, drops down to a small br., rises sharply, and re-descends by Strath-theanga to another br. After a m. of rise and fall, more or less considerable, the quick dangerous descent towards Tongue Ferry begins. On meeting Route 322 turn sharp r. The road bends round to L. just beyond, passes Tongue House at the hill foot, and is level to the ferry pier. Bad surface on the whole, but improving a little latterly. |
| 42¼                 | Cross Clachan Burn..... | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | ↑                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 41½                 | Bettyhill Inn.....      | ¾              | 31¼    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 40                  | Leckfuirn.....          | 1½             |        | This ferry is a troublesome one to cross at low tide, as machines must be wheeled over about ¾ m. of rocks and sand. On meeting a road at right angles above the W. landing bear to L. (r., to Melness, 2 m.) up the long, rough,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 38¾                 | Road junction.....      | 1¼             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | ↑                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 37¼                 | Summit.....             | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | ↓                       |                |        | Tongue Ferry is a troublesome one to cross at low tide, as machines must be wheeled over about ¾ m. of rocks and sand. On meeting a road at right angles above the W. landing bear to L. (r., to Melness, 2 m.) up the long, rough,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 35½                 | Borgie Bridge.....      | 1¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | ↑                       |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 32                  | Strath-theanga.....     | 3½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 31¼                 | Cuilabhacaidh.....      | ¾              |        | Tongue Ferry is a troublesome one to cross at low tide, as machines must be wheeled over about ¾ m. of rocks and sand. On meeting a road at right angles above the W. landing bear to L. (r., to Melness, 2 m.) up the long, rough,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                     | [Tongue Hotel, ¾ m.]    |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 28½                 | Tongue Ferry Pier.....  | 2¾             | 44¼    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | E. Side.)               |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | Ferry.                  |                |        | Tongue Ferry is a troublesome one to cross at low tide, as machines must be wheeled over about ¾ m. of rocks and sand. On meeting a road at right angles above the W. landing bear to L. (r., to Melness, 2 m.) up the long, rough,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 27¾                 | Tongue Ferry Pier.....  | ¾              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | (W. Side.)              |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



## Route 335.

## THURSO TO DURNES—continued.

| Miles from Durness. | Places on the Road.                                                              | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------|----------------------------------------------------------------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                                                                  | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     |  |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 24                  | The Moin House ...<br>(Summit.)                                                  | 3 $\frac{3}{4}$ |                  | arduous ascent, over a vast boggy moorland known as "The Moin," or peat moss. The road over this tract of peat-hags was constructed, by the Duke of Sutherland, at the expenditure of a great amount of labour and money. Half-way across is the "Moin House," erected as a refuge for those who may be overtaken by a storm. For $\frac{3}{4}$ m. beyond this refuge house the road is gently undulating, and then the long dangerous descent towards the R. Hope begins. This hill, which is 2 m. long, must be taken with great care, as there is an awkward turn at one point, and that just where the gradient is steepest. Cross the river by the Chain Ferry.                                                                                                                                                                                                                                                                                                                                                                |
| 20 $\frac{1}{2}$    | Chain Ferry.....                                                                 | 3 $\frac{1}{2}$ | 52 $\frac{1}{4}$ | Steep ascent for $\frac{1}{2}$ m., followed by a short fall and re-ascent to Heilem, where keep forward (r. to Heilem Inn, from which the ferry may be crossed, thus obviating the necessity of going round the head of the loch, and also saving over 9 m.). By the shore the road is level, then it rises sharply to a m. of fairly easy running, and re-ascends, slightly, to Eireboll, and junction with Route 338. From this point there is a short, sharp descent and an undulating stretch by the side of Loch Eireboll to the straggling Clachan of Laid, through which the road rises and falls, subsequently passing a road on r. leading to Heilem ferry, to a small br. From this br. for over $\frac{1}{2}$ m. the road ascends, and is up and down more or less for 2 m. to fork, where keep to l., ascending a steep, winding pitch of $\frac{1}{2}$ m. Downhill to Sangobeg, out of which it is again uphill work, and thence very undulating to Durness. Surface fair on the whole; roughish on the steeper hills. |
| 18 $\frac{3}{4}$    | Heilem.....<br>[Heilem Inn $\frac{1}{2}$ m.]                                     | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 15 $\frac{1}{2}$    | Eireboll .....                                                                   | 3 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 15 $\frac{1}{4}$    | Road junction .....                                                              | $\frac{1}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12 $\frac{1}{4}$    | Head of Loch Eireboll .....                                                      | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 8 $\frac{3}{4}$     | Laid .....                                                                       | 3 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | [Heilem Ferry $\frac{1}{2}$ m.]                                                  |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2 $\frac{1}{4}$     | Sangobeg .....                                                                   | 6 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| I                   | Simoo House .....                                                                | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | DURNESS .....                                                                    | I               | 72 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | (Durine Hotel.)                                                                  |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**THURSO TO DURNES. Reverse.**—Leave due E., having Sango Bay on l., and follow the road round Loch Eireboll [or, at 7 m. out turn l., cross Heilem Ferry to Heilem Inn, and re-join the road above the inn]. Near Heilem keep to r. (l. to the inn and cross R. Hope by chain ferry. At foot of long hill from the Moin, turn sharp r. (great care required) to the ferry and cross the Kyle of Tongue in the ferry-boat. From the E. pier keep to l. up the steep hill, and at road junction towards the town turn sharp l. At road junction in Strath Naver turn sharp l. and cross the br. to Bettyhill Inn, where keep forward, passing Farr Ch. When over the Halladale br. keep again forward, avoiding a road to r. At fork beyond Reay bear to r. to Shebster to Thurso.

## ROUTE 336. THURSO TO REAY.

An alternative road to the first portion of the preceding route. Rather more hilly than via Shebster but possessing a good surface.

| Miles from Reay. | Places on the Road.              | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------|----------------------------------|-----------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                  | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 10 $\frac{3}{4}$ | THURSO .....<br>(Princes Street) | ...             | ...              | Proceed along Princes St. in a N.E. direction, then turn round to <i>L.</i> and keep forward, having Thurso Bay on <i>r.</i> when out of the town. At $\frac{3}{4}$ m. out keep to <i>L.</i> ( <i>r.</i> to Scrabster; see note) and at next branch roads keep to <i>r.</i> up a long, stiff hill. From the top there is a long descent to Bridge of Forss and a short re-ascent by Lybster. Thence the road is undulating for 3 m., rises and falls to the road junction, and is easy to Reay. Good surface. |
| 9 $\frac{3}{4}$  | Top of the hill .....            | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5 $\frac{1}{4}$  | Bridge of Forss .....            | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4 $\frac{3}{4}$  | Lybster .....                    | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| $\frac{1}{2}$    | Road junction .....              | 4 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                  | REAY .....                       | $\frac{1}{2}$   | 10 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**THURSO TO REAY. Reverse.**—Leave eastwards and at road junction, beyond the br. over the Isauld Burn, bear *L.*; thence unmistakable to Thurso.

**THURSO TO SCRABSTER PIER.**—As in above route to fork  $\frac{3}{4}$  m. out, where bear *r.* down a roughish, lumpy road to the pier (2 m. from Thurso). Here the mail steamboat leaves for Orkney every week-day evening on the arrival of the mails from the south.

## ROUTE 337. ALTNAHARRA TO BETTYHILL.

A very solitary road down Strath Naver, with bad surface—in parts, in fact, a mere track. This lonely glen was once fairly well populated, but now there are few signs of a human habitation. The scenery by the side of Loch Naver, and towards Bettyhill, is very fine.

| Miles from Bettyhill. | Places on the Road. | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------|---------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                     | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 24 $\frac{1}{4}$      | ALTNAHARRA INN ...  |                 |                  | Cross the R. Mudal, N. of the inn, and turn to <i>r.</i> at road junction, having Loch Naver on <i>r.</i> Slight ascent from the river, then undulating, easily, by the loch-side for over 3 m., when there is another gradual rise and thence an uninterrupted continuation of the easy rise and fall down the solitary Strath Naver. Several small streams flow across the road, and these have to be “rushed.” The surface is wretched to junction with Route 335; then it improves, and is very fair to Bettyhill. |
| 12 $\frac{1}{4}$      | Syre Lodge .....    | 12              |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2 $\frac{3}{4}$       | Road junction ..... | 9 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                       | BETTYHILL INN ..... | 2 $\frac{3}{4}$ | 24 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**ALTNAHARRA TO BETTYHILL. Reverse.**—Follow Route 335 for 2 $\frac{3}{4}$  m., then keep forward up Strath Naver to Altnaharra.

## ROUTE 338. ALTNAHARRA TO DURNES.

A rough road, with loose, soft surface. The descent towards Route 335 is difficult even to walk down. The broch of Dun Dornadilla, attributed to the Picts of the 7th century, stands close by the roadside, and is worthy of notice. Just beyond the fort the vast sides of Ben Hope, topped by a mass of barren rock, rise sheer above the road.

| Miles from Durness. | Places on the Road.                       | Mileage.              |                        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------|-------------------------------------------|-----------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                                           | Intermedi-ate.        | Total.                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 35 $\frac{1}{4}$    | ALTNAHARRA INN ...                        | ...                   | ...                    | Proceed N. from the inn to the branch-roads, where turn to L. (r., Route 337; forward, Route 322) up the valley of the Mudal Water. The ascent is undulating and gradual for 5 $\frac{1}{2}$ m. For over a m. at the top the road is fairly level, and the subsequent descent is easy for 3 m., then rather steeper for 1 $\frac{1}{2}$ m., passing the Pictish fort, or broch, towards the hill foot. Thence the road is gently undulating to the Strathmore Water. Here a broad river has to be forded over, or ferried, according to the depth of the water there is at present no br. When safely on the other side, the rider has a long, rough, steep ascent to face. There is a break in the climb, for rather over $\frac{1}{4}$ m., about half-way up, then a stiff pull to the top, where a magnificent view is obtained. The descent towards the road junction is almost precipitous, and has some treacherous turns on a gradient of 1 in 6! Surface very rough. |
|                     | ↓                                         |                       |                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 23 $\frac{3}{4}$    | Dun Dornadilla .....<br>(Pictish Fort.)   | 11 $\frac{1}{2}$      |                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 20                  | Strathmore Ford .....<br>↑<br>↑<br>↑<br>↑ | 3 $\frac{3}{4}$       |                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16 $\frac{1}{4}$    | Summit.....<br>↓<br>↓<br>↓                | 3 $\frac{3}{4}$       |                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 15 $\frac{1}{4}$    | Road junction .....<br>DURNES .....<br>↓  | 1<br>15 $\frac{1}{4}$ | 20<br>35 $\frac{1}{4}$ | Route 335 to Durness.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**ALTNAHARRA TO DURNES. Reverse.**—Route 335 (reverse) to road junction before Fireboll, where turn r. up the steep winding ascent. At the foot of the descent beyond, the Strathmore Water has to be forded or ferried across, according to the state of the water. Thence a straightforward road to Altnaharra.

## ROUTE 339. SCOURIE TO DURNES.

A good road for this part of Sutherlandshire. The surface is very fair throughout, and the hills over the summit, though long, are well engineered. There are also some very fine views, and the surroundings are, in parts, wildly picturesque.

| Miles from Durness. | Places on the Road. | Mileage.        |                 | General description of the Road.                                                              |
|---------------------|---------------------|-----------------|-----------------|-----------------------------------------------------------------------------------------------|
|                     |                     | Intermedi-ate.  | Total.          |                                                                                               |
| 26 $\frac{1}{4}$    | SCOURIE .....       | ...             | ...             | Route 321 (reverse) for 6 $\frac{3}{4}$ m.<br>Here turn to L., cross Laxford Br., and bear L. |
| 19 $\frac{3}{4}$    | Road junction ..... | 6 $\frac{3}{4}$ | 6 $\frac{3}{4}$ |                                                                                               |

oute 339.

**SCOURIE TO DURNES**—*continued.*

| Durness. | Places on the Road.             | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                |
|----------|---------------------------------|----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                                 | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                 |
| 8½       | Badcall .....                   | 1              |        | when over, along the shore to Badcall, where the road bends to <i>r.</i> , uphill, and leaves Laxford Bay. From the top of the hill there is a succession of rise and fall, and then a descent to the br. before Rhiconich Inn. Fairly good surface.                                                                                                                            |
| 4½       | Rhiconich Inn.....              | 4½             | 12     | At branch-roads keep to <i>r.</i> ( <i>l.</i> , a fairly good road to Kinloch Bervie, 4½ m.) up a long slope, from the top of which there is ½ m. of gentle descent, followed by a further uphill pull to Gualin, a house erected by the Duke of Sutherland as a refuge for storm-stayed travellers, but now a shooting lodge. Surface very fair as a whole; roughish in parts. |
|          | ↑                               |                |        |                                                                                                                                                                                                                                                                                                                                                                                 |
| 0        | Summit.....<br>(Gualin Lodge.)  | 4½             | 16½    | From the summit there is 4 m. of a well-engineered descent, then easy going to the Kyle of Durness, along the shore of which the road runs for over 2 m. Beyond this there is a gradual ascent for ¾ m., then a fairly level run towards Durness. Good surface latterly.                                                                                                        |
|          | ↓                               |                |        |                                                                                                                                                                                                                                                                                                                                                                                 |
|          | DURNES .....<br>(Durine Hotel.) | 10             | 26½    |                                                                                                                                                                                                                                                                                                                                                                                 |

**SCOURIE TO DURNES.** *Reverse.*—Leave due S.W.; thence an unmistakable road, passing the Kyle of Durness on *r.* at one portion, and going over the summit to Rhiconich Inn. Here bear *l.* and cross br. At road junction just beyond Laxford Br. bear *r.*, and follow Route 321 to Scourie.

**ROUTE 340. DURNES TO CAPE WRATH.**

very hilly road, passing through an absolutely desolate tract of country. The surface, however, is comparatively fair as a whole, but is in certain parts loose and rough. There is some remarkably fine cliff scenery at the Cape. Visitors are not admitted to the lighthouse on Sundays, and travellers are not allowed to take up temporary quarters there at any time without permission from the Secretary of the Commissioners of Northern Lights in Edinburgh. This rule is very strictly enforced. Concessions are, of course, made in the case of any one who may be overtaken by storms.

| Cape Wrath Lighthouse. | Places on the Road.             | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                           |
|------------------------|---------------------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                 | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                            |
| 4                      | DURNES .....<br>(Durine Hotel.) |                |        | Fairly level running for a m. out of Durness, then a slight ascent, followed by a downhill run towards the ferry at the Kyle of Durness. Turn to <i>r.</i> off the Scourie Rd. (Route 339) down to the small Clachan of Keoldale. Good surface out of Durness; roughish down to the ferry. |

Route 340. DURNESS TO CAPE WRATH—*continued.*

| <i>Miles from<br/>Cape Wrath<br/>Lighthouse.</i> | <i>Places on the<br/>Road.</i>                           | <i>Mileage.</i>                  |                 | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------|----------------------------------------------------------|----------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  |                                                          | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| II $\frac{1}{2}$                                 | Keoldale .....<br>(East Ferry Landing.)<br><i>Ferry.</i> | 2 $\frac{1}{2}$                  | 2 $\frac{1}{2}$ | The ferry-boat is procured here and the Kyle crossed. This can only be done, however, at high water, or at half ebb or flow. From the opposite shore the road ascends abruptly (1 in 10 for over $\frac{1}{2}$ m. From the top of the hill the descent is at first easy, then steeper. Having dipped into a small valley the road re-ascends very steeply (gradient again 1 in 10) for nearly $\frac{3}{4}$ m., and for 1 $\frac{1}{2}$ m. at the top is gently undulating, but at the end of that stretch it again ascends, not quite so steeply, to the actual summit of the route (550 ft.). Fair surface rough on the hills.                                                                                                                                                            |
| II                                               | West Ferry Landing ....<br>↑<br>↑<br>↑                   | $\frac{1}{2}$                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 $\frac{3}{4}$                                  | Summit.....<br>↓<br>↓<br>↓<br>↑<br>↓<br>↑                | 5 $\frac{1}{4}$                  | 8 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                  | CAPE WRATH LIGHTHO.                                      | 5 $\frac{3}{4}$                  | 14              | For $\frac{1}{4}$ m. on this high ground—a desolate tract of moorland known as “The Parph”—the road is fairly level, then the descent begins, and the steep decline to the small valley below is made in two sections, with a $\frac{1}{4}$ m. break about half way down. From the br. the rider has a stiffish uphill pull (about 1 in 15) for nearly $\frac{3}{4}$ m., followed by a m. of easier work; at the end of this there is a fairly steep descent (near the foot be careful to avoid an access-road to r., leading to the quarries of Clashcarnoch) and a re-ascend beyond of nearly a m. Thence an easier bit of road to the lighthouse at the point of Cape Wrath. The surface, though fair on the whole is rather loose and rough in places, especially on the steeper hills. |

**DURNESS TO CAPE WRATH. Reverse.**—This being the only existing road it cannot possibly be mistaken. Great care must be taken at the hills, and one or two had best be walked down. Beyond Keoldale, on joining Route 339, bear L. to Durness.



# ISLE OF ARRAN.

## ROUTE 341. BRODICK TO BRODICK.

(Round the Island.)

This road, with the exception of its deviation into Glen Chalmadale, follows the coast line very closely right round the island. It is a narrow road, with very variable surface. On the less frequented portions the surface is loose and rough, but on the whole it affords fair riding. Tricyclists, however, will not find the roads in Arran adapted to their machines, either with regard to the nature of the road-surface or to the fact that only a narrow foot-bridge is provided for crossing some of the streams. The scenery is very fine throughout.

|                                    | Places on the Road.   | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------|-----------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |                       | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 55 <sup>1</sup><br>55              | BRODICK<br>(Pier.)    | ...             | ...              | From the pier bear to r., having Brodick Bay on r., and pass through the hamlet of Invercloy. The road winds round the head of the bay, is level, and, on the whole, good. At branch roads turn to r. (l., Route 342), and soon regain the shore, along which the road is carried on a raised embankment. A fine cascade is passed on l. before Corrie. Road level; surface good, but rather soft here and there.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 54 <sup>1</sup><br>53 <sup>1</sup> | Invercloy             | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                    | Glencloy              | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                    | Brodick Castle        | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 49 <sup>1</sup><br>49 <sup>1</sup> | Corrie<br>(Hotel.)    | 4 $\frac{1}{4}$ | 6 $\frac{1}{4}$  | Near the middle of the village the road makes a sharp turn at the head of the little harbour. Road level to the foot of Glen Sannox, up which glen the view from the road is remarkably fine. The surface becomes soft and somewhat heavy, and there is an open burn to cross. Bicyclists will find a wooden foot-bridge a little higher up. An ascent by Mid Sannox, and then a m. of easier running across N. Glen Sannox, but the surface is somewhat rough and loose in parts. Beyond the br. in the glen the road ascends steeply for 1 $\frac{1}{2}$ m.; surface soft and rutty. At the summit (600ft.) the view of the hills, looking backward, is a very grand one. For $\frac{1}{4}$ m. the road is nearly level and the surface is better, but beyond this the long descent of Glen Chalmadale begins, and the road deteriorates. Towards the foot of the hill the descent is sharp, and on a curve, then level to the hotel at Lochranza. |
| 47 <sup>3</sup><br>47 <sup>3</sup> | Mid Sannox            | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 44 <sup>3</sup><br>44 <sup>3</sup> | Summit                | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 41 <sup>1</sup><br>39 <sup>1</sup> | Lochranza<br>(Hotel.) | 3 $\frac{1}{2}$ | 14 $\frac{1}{4}$ | A level road round Coillemore Point, but loose and rutty in parts, to Catacol, where some remarkable examples of contorted schist will interest the geologist. At the Craw there is a quick turn and short, steep ascent, and a fall                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                    | Catacol               | 2               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## Route 341.

## BRODICK TO BRODICK—continued.

| Miles from Brodick. | Places on the Road.               | Mileage.        |                  | General description of the Road.                                                 |
|---------------------|-----------------------------------|-----------------|------------------|----------------------------------------------------------------------------------|
|                     |                                   | Inter-mediate.  | Total.           |                                                                                  |
| 37 $\frac{1}{4}$    | Tundergay Free Ch. ...            | 2               |                  | to the level, passing Tundergay Free Ch. on <i>L.</i> to Pirnmill. Fair surface. |
| 34 $\frac{3}{4}$    | Pirnmill.....                     | 2 $\frac{1}{2}$ | 20 $\frac{3}{4}$ | From Pirnmill the road is level, but a little rutty                              |
| 33 $\frac{3}{4}$    | Whitefarland .....                | 1               |                  | to Whitefarland, and ascends towards Imachar                                     |
|                     | ↑                                 |                 |                  | past which place it descends to the level again                                  |
| 32 $\frac{1}{4}$    | Imachar.....                      | 1 $\frac{1}{2}$ |                  | Sharp curves on both of these hills require care                                 |
|                     | ↑                                 |                 |                  | and may be considered dangerous. Level to                                        |
| 29 $\frac{3}{4}$    | Dougie .....                      | 2 $\frac{1}{2}$ |                  | Dougie, where cross the Iorsa Water by the                                       |
| 28                  | Auchagallon .....                 | 1 $\frac{1}{2}$ |                  | wooden br. At Auchagallon, where the road                                        |
| 26 $\frac{1}{2}$    | Tormore .....                     | 1 $\frac{1}{2}$ |                  | divides, keep forward ( <i>L.</i> to Route 342). Cross                           |
|                     | ↓                                 |                 |                  | the Machrie Water by the small br., having                                       |
| 25                  | Free Church.....                  | 1 $\frac{1}{2}$ |                  | slight rise to beyond Tormore ( <i>a</i> ), followed by                          |
|                     | ↓                                 |                 |                  | a fall and a curve, which take cautiously, to the                                |
| 23 $\frac{1}{2}$    | Blackwaterfoot ( <i>b</i> ) ..... | 1 $\frac{1}{2}$ | 32               | Free Ch., and a further rise and fall before                                     |
|                     | (Inn.)                            |                 |                  | Blackwaterfoot. Road fairly good.                                                |
| 22                  | Kilpatrick .....                  | 1 $\frac{1}{2}$ |                  | Follow the road inland for $\frac{1}{2}$ m., then turn sharp <i>r.</i>           |
| 19 $\frac{1}{4}$    | Corrie-cravie .....               | 2 $\frac{3}{4}$ |                  | (forward, Route 342), having an easy rise                                        |
| 18 $\frac{1}{4}$    | Sliderry .....                    | 1               |                  | towards Kilpatrick on good surface. Road                                         |
|                     | ↓                                 |                 |                  | undulating to beyond Corrie-cravie and descending                                |
| 16 $\frac{3}{4}$    | Clanchog .....                    | 1 $\frac{1}{2}$ |                  | to the br. over the Sliderry water, at which                                     |
|                     | ↓                                 |                 |                  | curve requires to be taken carefully. Ascent                                     |
| 16 $\frac{1}{4}$    | Lagg Hotel .....                  | $\frac{1}{2}$   | 39 $\frac{1}{4}$ | with indifferent surface, from the br., then fairly                              |
|                     | ↑                                 |                 |                  | level for over $\frac{1}{2}$ m., and a quick descent by                          |
| 13 $\frac{3}{4}$    | E. Bennan.....                    | 2 $\frac{1}{2}$ |                  | Clanchog, with sharp bend before Lagg Hotel—                                     |
|                     | ↓                                 |                 |                  | care necessary.                                                                  |
| 12                  | Auchenhew .....                   | 1 $\frac{3}{4}$ |                  | After crossing the br. there is a fairly steep ascent                            |
|                     | ↓                                 |                 |                  | met with on which the road curves twice                                          |
| 10                  | Dippen.....                       | 2               |                  | sharply. At cross-roads keep straight on, having                                 |
|                     | ↓                                 |                 |                  | gentle undulations to East Bennan, with fair                                     |
| 7 $\frac{1}{4}$     | Whiting Bay .....                 | 2 $\frac{3}{4}$ | 48 $\frac{1}{4}$ | surface. Road level for a short way, then                                        |
|                     | (Hotel.)                          |                 |                  | descends a roughish hill and rises and falls                                     |
|                     | ↑                                 |                 |                  | having some awkward turns requiring care, to                                     |
| 4                   | Monamore Bridge .....             | 3 $\frac{1}{4}$ |                  | the br. below Auchenhew. Long ascent and                                         |
|                     | ↑                                 |                 |                  | short fall towards Dippen, where another sharp                                   |
| 3                   | Lamlash.....                      | 1               | 52 $\frac{1}{2}$ | curve requires attention; surface rough and                                      |
|                     | (Hotel.)                          |                 |                  | stony. Descent to the level before Whiting                                       |
|                     | ↑                                 |                 |                  | Bay; surface very rough.                                                         |
|                     | ↑                                 |                 |                  | For a m. the road is easy and the surface fairly                                 |
|                     | ↑                                 |                 |                  | good. Slight rise, and a curve, at the br. a                                     |
|                     | ↑                                 |                 |                  | KnockenKelly, followed by a gradual ascent                                       |
|                     | ↑                                 |                 |                  | From the top of the hill there is a capital descent                              |
|                     | ↑                                 |                 |                  | towards the br. in Monamore Glen, where the                                      |
|                     | ↑                                 |                 |                  | road makes a sharp bend to <i>r.</i> Fairly level                                |
|                     | ↑                                 |                 |                  | good road to Lamlash.                                                            |
|                     | ↑                                 |                 |                  | Beyond the village turn sharp <i>L.</i> up a steep ascent                        |
|                     | ↑                                 |                 |                  | The gradient (about 1 in 12) becomes easier                                      |
|                     | ↑                                 |                 |                  | as it proceeds and is fairly gradual towards the                                 |
|                     | ↑                                 |                 |                  | top, where the road undulates for a short distance                               |

## Route 341

**BRODICK TO BRODICK**—*continued.*

| Miles from<br>Brodick. | Places on the<br>Road.         | Mileage.               |                  | General description of the Road.                                                                                                                                                         |
|------------------------|--------------------------------|------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                                | Inter-<br>medi-<br>ate | Total.           |                                                                                                                                                                                          |
| 1 $\frac{1}{4}$        | Summit.....<br>↓               | 1 $\frac{1}{4}$        |                  | and is then all downhill towards Brodick. There is a sharp turn at the hill-foot which requires care; good surface latterly; the rest rather rough and loose, especially in dry weather. |
|                        | <b>BRODICK</b><br>(Pier.)..... | 1 $\frac{3}{4}$        | 55 $\frac{1}{2}$ |                                                                                                                                                                                          |

**BRODICK TO BRODICK (CIRCULAR).** *Reverse.*—Ascend the steep hill due S.; at foot of descent, on other side, turn *r.* into Lamlash. At the br. in the Monamore Glen, bear round to *L.*, and turn *r.* at branch roads beyond. An easily-followed road to near Blackwaterfoot, just before which on meeting a road at right angles turn *L.* An unmistakable road by the coast to Lochranza, from which place keep inland, ascending the glen. Before Brodick the road runs close to the shore, passing Brodick Castle on *r.* At road-junction beyond the br. turn *L.*, and keep well to *L.* round Brodick Bay to Brodick.

**EDITOR'S NOTES.**—(a) About 1 m. inland from Tormore there are interesting prehistoric remains in the shape of several circles and upright stones. In a few of the circles human remains were found some years ago. The stones are very numerous and will amply repay exploration.

(b) About 2 m. along the shore from Blackwaterfoot are the "King's Caves"—very remarkable caverns, the walls of which are carved with rough sketches of the chase, etc. King Robert the Bruce is said to have at one time inhabited these caves—hence the name.

## ROUTE 342.

**BRODICK TO BLACKWATERFOOT.**

(Via The "String" Road.)

A hilly road to the summit of the glen above Brodick, then easier. Surface roughish on the long hill, but improving towards Blackwaterfoot. The scenery is very fine; there are some excellent views of the neighbouring mountains. The m.s.'s. are measured from the old pier in front of Brodick Castle.

| Miles from<br>Blackwaterfoot. | Places on the<br>Road.          | Mileage.                |                 | General description of the Road.                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------|---------------------------------|-------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                 | Inter-<br>medi-<br>ate. | Total.          |                                                                                                                                                                                                                                                                                                                                                                                            |
| 1                             | <b>BRODICK</b> .....<br>(Pier.) | ...                     | ...             | From the pier proceed westwards, having Brodick Bay on <i>r.</i> Beyond the village of Invercloy the road winds round the head of the bay, and then divides. Keep to <i>L.</i> up a long, steep ascent—the gradient becoming stiffer (1 in 9) towards the summit. Surface variable, on the long hill it is at times fair and at other times, in summer especially, rather loose and rough. |
| to 1 $\frac{1}{2}$            | Invercloy .....                 |                         | 1 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                            |
| 9 $\frac{1}{2}$               | Branch-roads .....              | 1                       |                 |                                                                                                                                                                                                                                                                                                                                                                                            |
|                               | ↑<br>↑<br>↑<br>↑<br>↑           |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                            |

Route 342. **BRODICK TO BLACKWATERFOOT**—*continue*

| <i>Miles from<br/>Blackwaterfoot.</i> | <i>Places on the<br/>Road.</i>      | <i>Mileage.</i>                  |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                        |
|---------------------------------------|-------------------------------------|----------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                       |                                     | <i>Inter-<br/>medi-<br/>ate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                |
| 7½                                    | Summit.....<br>↓                    | 2                                | 3½            | From the hill top the running is easy for some way then the descent is quicker, road-surface being fairly good, towards Glenloig, and the decline gradual to fork, where keep to <i>L.</i> ( <i>r.</i> , to Machri and coast), an easy, comparatively good road to Shedog Inn. |
| 5½                                    | Glenloig .....                      | 2                                |               |                                                                                                                                                                                                                                                                                |
| 4¾                                    | Tarrnacraig .....                   | ¾                                |               |                                                                                                                                                                                                                                                                                |
| 4¼                                    | Fork-roads .....                    | ½                                |               |                                                                                                                                                                                                                                                                                |
| 3                                     | Traigliath.....                     | 1¼                               |               | Keep straight forward, road almost level and fairly good to branch-roads, where avoid the by-roads to <i>r.</i> Easy downhill running for over a m. to next branch-roads, where keep forward (to Route 341) to Blackwaterfoot. Fairly good surface, on the whole, from Shedog. |
| 1½                                    | Shedog .....                        | 1½                               | 9½            |                                                                                                                                                                                                                                                                                |
|                                       | (Hamilton Arms.)                    |                                  |               |                                                                                                                                                                                                                                                                                |
| 1¼                                    | Branch-roads .....                  | ¼                                |               |                                                                                                                                                                                                                                                                                |
|                                       | <b>BLACKWATERFOOT</b> ...<br>(Inn.) | 1¼                               | 11            |                                                                                                                                                                                                                                                                                |

**BRODICK TO BLACKWATERFOOT. Reverse.**—Proceed inland, crossing the Black Water and following a portion of Route 341. Where that route branches off to *r.*, keep forward up the valley. On meeting Route 341 before Brodick bear *r.*, and go round the head of the bay to the pier.

**BRODICK TO LAGG HOTEL (VIA GLEN SCORRODALE).**—Route 341 (reverse) to Lamlash. After leaving the village the road is fairly level and good towards the road junction at Monamore Br., where keep forward (*L.*, Route 341). At first the road is level then it goes up a long incline, the surface being loose and stony. At the summit there is a short level stretch, then a descent into Glen Scorrodale. About a m. from the top there is a sharp turn and steep descent at a br.—*dangerous*. Beyond this the road ascends slightly, and is again downhill to the old mill. Surface fairly good at first, then rougher towards the mill. Cross br., road ascending gently to the falling to Bennecarrigan, where it improves slightly. On meeting the coast road (Route 341) bear *L.* to Lagg Hotel. Distance, Brodick to Lagg, 13½ m.



## ISLE OF BUTE.

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### ROUTE 343. ROTHESAY TO KILMICHAEL.

Reverse of Route 266 (p. 283) to Port Bannatyne, and at road-junction beyond bear *l.*, crossing the island on an undulating, narrow road, with loose, roughish surface in parts, but affording fair riding on the whole. At fork, beyond the road-junction, bear *r.* down to the coast at Ettrick Bay (5 m.), from which the road runs near the shore of the Kyles of Bute to Kilmichael (9 m.), where it stops. There is ferry communication with Route 264. The road has poor surface after Ettrick Bay.

### ROUTE 344. ROTHESAY TO ROTHESAY.

(Via Kilchattan.)

Follow the ascending road inland from Rothesay, and pass the long, narrow Loch Fad on *r.* Keep to *r.* at fork-roads, and at road-junction beyond bear *l.* to Kingarth Ch. (6½ m.). Here turn *r.* to Kilchattan Bay, 8 m. from Rothesay. Road narrow, but having an average good surface. Return to Kingarth, and keep forward on the broad "new road" constructed by the Marquis of Bute. From the top of the hill there is a descent, keeping to *r.*, to Kerrycrov, on the coast near the entrance to Mount Stuart, the seat of the Marquis of Bute. Follow the shore road by Ascog, and round Bogany Point to Rothesay, 8½ m. from Kilchattan. Total distance 16½ m. Good roads.



# ISLE OF MULL.

## ROUTE 345. SALEN TO SALEN.

(Circular.)

Mull has a very wet climate, and this has some effect on the roads in the island where they are at a hilly. The surface is then apt to be "rain-washed" and loose, but on the whole the roads are very good for so desolate a country. The road detailed below has an average good surface, the portion from Salen to Lochdonhead affording capital riding. The scenery is very wild and grand, the giant Ben More being prominent before Kilfinichen Ch. There are also on this route some excellent seascapes.

| Miles from Salen. | Places on the Road.                 | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------|-------------------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                                     | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 49 $\frac{3}{4}$  | SALEN (a) (Hotel.)                  | ...             | ...              | Leave due E., having an undulating road for 3 m., with the Sound of Mull on l. During the fourth m. there is a stiffish rise for $\frac{3}{4}$ m. and two descents, with level running between to the level towards Ballamlanach. The next $\frac{3}{4}$ m. are rather hilly, then there is easier running beside Scallastle Bay, and a rise and fall over hill-shoulder to Craignure Bay and village. Surface wonderfully good on the whole.                     |
| 48                | Pennygowan                          | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 43 $\frac{1}{2}$  | Ballamlanach                        | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 42 $\frac{1}{2}$  | Bailliefrach                        | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 38 $\frac{1}{4}$  | ↑ Craignure                         | 4 $\frac{1}{4}$ | 11 $\frac{1}{2}$ | Keep r. up a steep hill from the village, thence a undulating descent to fork-roads, where bear r. having a stiff rise from br. Descent from the hill top to Lochdonhead. Good surface.                                                                                                                                                                                                                                                                           |
| 36 $\frac{1}{2}$  | ↑ Fork-roads                        | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 35 $\frac{3}{4}$  | Lochdonhead (b)                     | $\frac{3}{4}$   | 14               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 35                | Oakbank                             | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 33 $\frac{1}{4}$  | Ardochil                            | 1 $\frac{3}{4}$ |                  | Keep forward beyond the head of the loch (l. near ch., to the pier) on an easy, undulating road to Strathcoil, where the road bears inland and ascends the wild Glen More. The hill is somewhat arduous towards Torness, then rather easier. Beyond Torness there is a bend to a small br. is crossed, and the ascent towards the summit is resumed. Surface fair generally roughish in parts.                                                                    |
| 32                | Strathcoil                          | 1 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 29 $\frac{1}{4}$  | ↑ Torness                           | 2 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 26                | ↑ Summit                            | 3 $\frac{1}{4}$ | 23 $\frac{3}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 23 $\frac{1}{2}$  | ↓ Craig                             | 2 $\frac{1}{2}$ |                  | Before the actual top of the hill two good fishing lochs are seen down on l. At branch road keep r. (l. to Loch Buy). For the first m. from the summit the descent is rapid, but beyond this it is an undulating, easy decline to road junction at the two-arched br. Here turn sharp r. (forward to Kinloch Hotel, etc., Route 346). Fairly level running by the shore of Loch Scridain to Kilfinichen Ch. Fairly good surface especially on the level portions. |
| 20 $\frac{1}{2}$  | Road junction                       | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                   | [Kinloch Hotel, 1 $\frac{1}{2}$ m.] |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 18 $\frac{1}{4}$  | Deverach                            | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 16 $\frac{3}{4}$  | Kilfinichen Church                  | 1 $\frac{1}{2}$ | 33               | Keep to r. at fork, ascending a lonely glen for                                                                                                                                                                                                                                                                                                                                                                                                                   |

## Route 345.

SALEN TO SALEN—*continued.*

| Miles from<br>Salen. | Places on the<br>Road. | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                      |
|----------------------|------------------------|-------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                        | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                                       |
| 13½                  | Summit.....<br>↑       | 3¼                      |        | 3¼ m. Easy running for a short way at the summit, and a quick descent towards the shore of the Atlantic. A fairly good easily undulating road by the side of Loch na Keal, to the road junction at Knock, where turn sharp <i>r.</i> and cross the R. Ba. Keep to <i>r.</i> at branch-roads, having an easy rise and fall before Salen. Very fair surface as a whole. |
| 11½                  | Balnahard .....        | 2                       |        |                                                                                                                                                                                                                                                                                                                                                                       |
| 11                   | Clachandhu .....       | ½                       |        |                                                                                                                                                                                                                                                                                                                                                                       |
| 3½                   | Knock House .....      | 7¼                      |        |                                                                                                                                                                                                                                                                                                                                                                       |
| 2½                   | Branch-roads .....     | 1¼                      |        |                                                                                                                                                                                                                                                                                                                                                                       |
|                      | SALEN .....            | 2½                      | 49½    |                                                                                                                                                                                                                                                                                                                                                                       |
|                      | (Hotel.)               |                         |        |                                                                                                                                                                                                                                                                                                                                                                       |

**SALEN TO SALEN (CIRCULAR).** *Reverse.*—Follow the road ascending inland from the village, and at branch-roads at 2½ m. out keep forward. Bear to *l.* at road junction near Knock House; thence along the shore of Loch na Keal, and through the glen to Kilfinichen Ch., where keep forward by the side of Loch Scridain. At road junction near the two-arched br. turn *l.*, up into Glen More. At Lochdonhead follow the road ascending inland; thence unmistakable to Salen.

(a) Also called Aros.

(b) From Lochdonhead a narrow road leads N.E. to Duart Castle, an interesting ruin standing on Duart Point above the Sound of Mull. The walls of the main tower, fairly well preserved, are 12ft. thick. This castle was formerly inhabited by the Macleans of Mull.

## ROUTE 346. KINLOCH INN TO IONA.

This road has a good, hard surface, and is usually in very fair condition. Iona will ever be famous as the abode of St. Columba, who spread the light of Christianity to the Northern Picts before St. Augustine had landed in Kent. At Iona, too, Columba died in 597, and the present Cathedral ruins in the island mark the spot where his Monastery stood. A well-known saying of Dr. Johnson's is recalled to mind—"That man is little to be envied . . . whose piety would not grow warmer among the ruins of Iona."

| Miles from<br>Iona. | Places on the<br>Road.  | Mileage.                |        | General description of the Road.                                                                                                                                                                                                                                                                                                                        |
|---------------------|-------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                         | Inter-<br>medi-<br>ate. | Total. |                                                                                                                                                                                                                                                                                                                                                         |
| 18¼                 | KINLOCH INN .....       | ...                     | ...    | Level running by the S. shore of Loch Scridain to Pennyghael, beyond which avoid a road to <i>l.</i> Easy running to Killinaig, then rather more undulating to Goirtein-Driseach, and a series of short, more or less trying hills to branch-roads before Bunessan, where keep <i>l.</i> , descending to the village rather steeply. Very fair surface. |
| 16½                 | Pennyghael Bridge.....  | 1¾                      |        |                                                                                                                                                                                                                                                                                                                                                         |
| 15                  | Killinaig .....         | 1½                      |        |                                                                                                                                                                                                                                                                                                                                                         |
| 13½                 | Goirtein-Driseach ..... | 1½                      |        |                                                                                                                                                                                                                                                                                                                                                         |
|                     | ↑                       |                         |        | Stiff climb out of Bunessan; avoid a road to <i>l.</i> Rather hilly for over 2 m., then better running to Fionphort, keeping forward to pier, which lies on <i>r.</i> Here there is connection by ferry-                                                                                                                                                |
| 6¾                  | Bunessan .....          | 6¾                      | 11½    |                                                                                                                                                                                                                                                                                                                                                         |
|                     | (Pier.)                 |                         |        |                                                                                                                                                                                                                                                                                                                                                         |
| 1¼                  | Fionphort .....         | 5½                      |        |                                                                                                                                                                                                                                                                                                                                                         |

Route 346. **KINLOCH INN TO IONA**—*continued.*

| <i>Miles from Iona.</i> | <i>Places on the Road.</i>    | <i>Mileage.</i>       |                  | <i>General description of the Road.</i>                                                    |
|-------------------------|-------------------------------|-----------------------|------------------|--------------------------------------------------------------------------------------------|
|                         |                               | <i>Inter-mediate.</i> | <i>Total.</i>    |                                                                                            |
| I                       | Fionphort Pier.....           | $\frac{1}{4}$         |                  | boat with the island of Iona. Fairly good surface on the whole from Bunessan to Fionphort. |
|                         | Ferry.                        |                       |                  |                                                                                            |
|                         | IONA .....<br>(Argyll Hotel.) | I                     | 18 $\frac{1}{4}$ |                                                                                            |

KINLOCH INN TO IONA. *Reverse.*—Ferry to Fionphort, thence an unmistakable direct road to Kinloch Inn.

**ROUTE 347. TOBERMORY TO TOBERMORY.**

(Circular.)

The first 28 m. of this road are very arduous, but the surface on the whole is fairly good, and the views from the summits of the various watersheds passed over are remarkably fine.

| <i>Miles from Tobermory.</i> | <i>Places on the Road.</i> | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------|----------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                            | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 44 $\frac{1}{4}$             | TOBERMORY<br>↑ (Pier.)     | ...                   | ...           | From the pier, having the bay on <i>l.</i> , turn up the very steep hill (1 in 8) to <i>r.</i> , and ascend the long arduous gradient to the summit, where the Mishnish Lochs are passed on <i>l.</i> The view from this point is magnificent. The descent into the valley is 1 $\frac{1}{2}$ m. long, and there are three very awkward turns that render the hill dangerous. From the river-level the road re-ascends on a winding hill to the top of another watershed and descends to Dervaig steeply. On this hill there are also some dangerous curves that require every caution. Surface fair on the whole; rather rough on the steeper portions of the hills. |
| 40 $\frac{3}{4}$             | Summit.....<br>↓           | 3 $\frac{1}{2}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 37 $\frac{3}{4}$             | Summit.....<br>↓           | 3                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 36 $\frac{3}{4}$             | Kilmore .....<br>↓         | I                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 36 $\frac{1}{4}$             | Dervaig Inn.....<br>↓      | $\frac{1}{2}$         |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 31 $\frac{3}{4}$             | Calgary .....<br>↓         | 4 $\frac{1}{2}$       |               | 8 Keep forward, crossing the br. at head of Loch Cuin. Undulating road for 2 m., then an ascent of 1 m., and a long, easy decline to Calgary with rather a sharper descent beyond. By the shore of Calgary Bay the gradients are upward to Ensay. To the Ensay Burn the rise is gradual, but during the following m. the road rises steeply to the summit (580 ft.). Just beyond the top there is a double bend that requires care and a long steep decline for a m. followed by a short ascent and a further abrupt fall to the br. before Kilninian Ch. Stiff                                                                                                       |
| 29 $\frac{1}{4}$             | Ensay .....<br>↑           | 2 $\frac{1}{2}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 27 $\frac{1}{2}$             | Summit.....<br>↓           | 1 $\frac{3}{4}$       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 26 $\frac{3}{4}$             | Burg.....<br>↓             | $\frac{3}{4}$         |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                              |                            |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

## Route 347. TOBERMORY TO TOBERMORY—continued.

| Miles from Tobermory. | Places on the Road.     | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------|-------------------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       |                         | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       |                         |                 |                  | uphill pull to the ch. Surface fair ; roughish in parts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 25 $\frac{1}{4}$      | Kilninian Church .....  | 1 $\frac{1}{2}$ | 19               | For a short way beyond the ch. the road is level, then falls, and ascends for over $\frac{1}{2}$ m. towards Torloisk House. There is easy running for nearly $\frac{1}{2}$ m. and a descent, also easy, beyond the Free Ch. and Ballygown to a small br. From this br. the road rises to Kilbrenan, fine views of the Isle of Ulva being obtained, seaward. Long decline by Lagganulva to beyond Laggan Bay ; the road then bends round to L. and ascends, easily at first, then steeply, to Achronich. From this point it falls again, quickly at first, to the shore of Loch na Keal, and undulates to the junction with Route 345 beyond Killichronan. Here bear L. and follow that route to Salen. Surface very fair generally. |
| 24 $\frac{1}{4}$      | Torloisk House .....    | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 23 $\frac{1}{2}$      | Free Church.....        | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 22 $\frac{1}{2}$      | Ballygown .....         | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 21 $\frac{1}{2}$      | Kilbrenan .....         | 1               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 21                    | Lagganulva .....        | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | ↑                       |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 18 $\frac{1}{4}$      | Achronich .....         | 2 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | ↓                       |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 14 $\frac{3}{4}$      | Kellon .....            | 3 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 13                    | Killichronan .....      | 1 $\frac{3}{4}$ |                  | Turn L. in the village and leave having Salen Bay on r. At road junction bear r. and cross the Aros Br., ascending a stiffish hill for $\frac{3}{4}$ m. beyond. The road is thence undulating, and chiefly downhill, to Ardnacross, beyond which point it ascends a long, roughish, steep hill to the head of the cliff. There is an extensive prospect from the hill top. For 3 m. the descent is of an undulating character, and beyond this there is a very sharp fall into Tobermory—care required. Fairly good surface.                                                                                                                                                                                                        |
| 12 $\frac{1}{2}$      | Road junction .....     | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 10                    | Salen .....             | 2 $\frac{1}{2}$ | 34 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 8 $\frac{1}{4}$       | Road junction .....     | 1 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | ↑                       |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 5 $\frac{1}{4}$       | Ardnacross .....        | 3               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | ↑                       |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3 $\frac{3}{4}$       | Summit.....             | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2 $\frac{1}{4}$       | Upper Druinfin.....     | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | ↓                       |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                       | TOBERMORY (Pier.) ..... | 2 $\frac{1}{4}$ | 44 $\frac{1}{4}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**TOBERMORY TO TOBERMORY (CIRCULAR.)** *Reverse.*—Proceed S. from the pier, turn to r. uphill, then to L., crossing the Tobermory river. An unmistakable coast-road to Salen. At branch-roads in the village bear r., and at road junction, 2 $\frac{1}{2}$  m. further, turn again to r. and then keep forward to Dervaig, where avoid a road to r., and proceed over the hills (great care required at the sharp bends) to Tobermory.

## ROUTE 348. SALEN TO DERVAIG INN.

(Via Glen Aros.)

Follow portion of the preceding route to the road junction at 1 $\frac{3}{4}$  m. Keep forward up Glen Aros, having the R. Aros on r. A very undulating road at first, then easier down the valley of the R. Bellart to Dervaig (10 m.). Surface fairly good as a whole. This is the only direct road between Salen and Dervaig Inn.

# ISLE OF SKYE.

## ROUTE 349. KYLE AKIN TO STAFFIN INN.

The roads in Skye are, as a whole, good, but there are a few very steep hills. However, considering the wild, mountainous nature of the country, the roads, speaking generally, are remarkably well engineered and follow the river-valleys closely. The surroundings are rugged and grand in the extreme, and, as is so frequently the case on Highland roads, the extensive views obtained from the top of the higher hill-shoulders passed over give adequate compensation for the climb. A favourite way of approaching Skye is by steamboat from Gairloch (on Route 314) to Portree.

| Miles from Staffin Inn. | Places on the Road.                       | Mileage.       |        | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------|-------------------------------------------|----------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                           | Inter-mediate. | Total. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 57½                     | KYLE AKIN (a) .....<br>(The King's Arms.) | ...            | ...    | Leaving the hotel the rider has before him an undulating, ascending road for 1¾ m., and then an easy bit of good running to the road junction at Lusa Br., where the road from Kyle Rhea (see below) joins on L. There is a gradual rise to Breakish, and a descent to the next road junction, where keep forward (L., to Armadale and Ardavas; see below), having Broadford Bay on r., to Broadford. Good surface.                                                                                                                                                                                                                                                                                 |
| 53½                     | Lusa Bridge.....                          | 4              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 52                      | Breakish.....                             | 1½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 51                      | Road junction .....                       | 1              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 49½                     | Broadford .....<br>(Hotel.)               | 1½             | 8      | Short, stiff rise at Broadford, then an undulating road to Dunan, which lies over to r., followed by a long hill over the moor and a steep descent to Luib; thence easy running for nearly 3 m. round the head of Loch Ainort. From the loch the road goes inland and ascends a precipitous hill, nearly a m. long, having a gradient of 1 in 8. Surface very bad. The descent on the other side is not so steep, but, owing to the rough surface, it requires to be ridden down carefully. From the foot of the hill there is an easy, undulating run by the shore of Loch Sligachan to Sligachan Inn. Very variable surface; fairly good on the easier portions—rough and bad on the steep hills. |
| 46                      | [Dunan].....                              | 3½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 43½                     | Luib .....                                | 2¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 42½                     | Aricharnach .....                         | ½              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                         | ↑<br>↑<br>↑<br>↑                          |                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 40                      | Summit.....                               | 2¾             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 36                      | Sconser .....                             | 4              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 34                      | Sligachan Inn .....                       | 2              | 23½    | A fine view of the Coolin Hills is obtained from here, and the surroundings of Glen Sligachan (to the S.) are wild and rugged in the extreme. At road junction at the inn turn r., having a steady, but not arduous, ascent for 2½ m. From the top of the hill there is an equally well-graded decline for 4 m., and then a fairly level bit of road towards Portree. At the branch-roads bear L., cross river and keep forward to Portree, having the shore of the bay, or "loch," on r. Turn r. to the village. Good surface from Sligachan.                                                                                                                                                      |
| 27½                     | Cross R. Varragill .....                  | 6½             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



Route 349. KYLE AKIN TO STAFFIN INN—*continued.*

| Miles from Staffin Inn. | Places on the Road.                                               | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------|-------------------------------------------------------------------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                                                   | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 24 $\frac{1}{2}$        | Portree .....<br>(Pier.)<br>↑                                     | 3               | 33               | Leaving the village retrace the road for about $\frac{1}{2}$ m., then bear to <i>r.</i> For a short way the road is easy, then it begins to ascend, and the hill top is reached at 3 m. out of Portree; stiffish climb latterly. Long descent, keeping <i>r.</i> at fork-roads to Kensaleyre Inn. The surface on these hills is fairly good. Easy road for a m., then a gradual ascent for $1\frac{3}{4}$ m., and a fall towards Hinnisdal Br. For 3 m. further the road rises gradually, passing several scattered crofts on <i>L.</i> , and falls, quickly, to Uig Inn. On the whole, good surface.                                                                                                                                                                                                                                                                                                                                          |
| 20 $\frac{1}{2}$        | Fork-roads .....                                                  | 4 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 17 $\frac{3}{4}$        | Kensaleyre Inn .....                                              | 2 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 16 $\frac{1}{2}$        | Eyre.....                                                         | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 13 $\frac{3}{4}$        | Hinnisdal Bridge .....                                            | 2 $\frac{3}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         | ↓                                                                 |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9 $\frac{1}{2}$         | Uig Inn .....<br>↑<br>(Awkward turn.)<br>↑                        | 4 $\frac{1}{2}$ | 48               | Downhill to the br., then easy. Road now bends round to <i>r.</i> and begins the long, rough, arduous ascent to the summit near the Quirang. Avoid a road to <i>L.</i> (see note <i>d</i> ) just after the bend. The fourth m. from Uig is fairly level and acts as a welcome break midway on the ascent. The summit is reached 2 m. further. From this point the prospect is magnificent. A pathway to <i>L.</i> leads to the Quirang (see note <i>e</i> ). Just beyond the top of the hill there are two nasty turns that render riding very dangerous. This descent should always be walked down. On this hill, too, there is an accommodating bit of easy road in the middle, but at the end of this the steep decline is resumed. Avoid a road to <i>L.</i> (to Kilmaluag—rough road) and keep forward to Stenscholl and Staffin Inn, to which there is a slight rise. Surface fair generally, but apt to be loose and rough near summit. |
| 3 $\frac{1}{2}$         | Summit .....<br>[The Quirang.]<br>↓<br>↓<br>↓<br>↓<br>↓<br>↓<br>↓ | 6               |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         |                                                                   |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         |                                                                   |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         |                                                                   |                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                         | STAFFIN INN ( <i>f</i> ).....                                     | 3 $\frac{1}{2}$ | 57 $\frac{1}{2}$ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**KYLE AKIN TO STAFFIN INN. Reverse.**—Go due W. from the inn, and avoiding a road to *r.* ascend the steep hill to the summit. Care must be exercised towards the foot of the descent beyond, where the road bends round to *L.* Keep forward to Portree, bearing *L.* to the village. Leaving Portree retrace portion of the road and keep to *L.*, having the bay on *L.* At Sligachan Inn bear *L.*; thence an easily-followed road to Broadford. At fork beyond keep to *L.*, avoid a road to *r.* at Lusa Br., thence by the coast to Kyle Akin.

**EDITOR'S NOTES.**—(*a*) An undulating road, fair surface, leads from Balmacara Hotel to Kyle Inn and ferry pier, whence there is communication with Kyle Akin. Kyle Inn pier is also the terminus of the extended single line of rly. from Strome Ferry.

(*b*) **KYLE RHEA TO BROADFORD.**—When approaching Skye by Route 298 the rider crosses by ferry boat to Kyle Rhea, and on landing there has to face a long, rough, very arduous hill, with an almost precipitous gradient near the summit. The hill is so steep that it is difficult even to wheel a cycle up. The ascent is  $2\frac{1}{2}$  m. long, the gradient, latterly, being 1 in 8. From the top there is a wide prospect of the desolate, but grandly majestic, hills of Skye, which present a solemn picture of a strange, wild, rugged solitude. There is a long very rough descent down Glen Arroch (care required in parts) for  $4\frac{1}{2}$  m. to the junction, at Lusa Br., with the Kyle Akin road. Bear *L.*, and follow Route 349 to Broadford. Distance, Kyle Rhea to Broadford,  $10\frac{3}{4}$  m.

- (c) **BROADFORD TO ARMADALE.**—Leave Broadford eastward, and at road junction,  $1\frac{1}{2}$  m. out, bear  $\gamma$ . Gradual undulating ascent for  $3\frac{1}{2}$  m., followed by a m. of downhill running to a small br., thence again an undulating road for 2 m., and a slight ascent to Duisdale ( $3\frac{1}{2}$  m.). At about a m. further, a road leaves on  $\angle$  for Isle Oronsay pier, etc. Keep forward, having an ascending road for  $1\frac{1}{2}$  m. and a long descent to the shore at Knock Bay ( $4-12\frac{1}{2}$ ). There is a subsequent undulating rise towards Sleat and a short descent by Sleat Ch. ( $1\frac{3}{4}-14\frac{1}{4}$ ), with a re-ascent towards Kilbeg ( $\frac{3}{4}-14\frac{3}{4}$ ). From here the road descends to the level before Armadale Castle ( $1\frac{1}{2}-16\frac{1}{4}$ ), and is thereafter a succession of short, but stiffish rise and fall to Ardavasar Inn ( $1-17\frac{1}{4}$ ). Beyond this the road degenerates into a mere track. The surface from Broadford is fair as a whole, but here and there it is rather apt to be soft and loose.
- (d) **UIG TO STAFFIN INN (VIA KILMALUAG).**—This is a very hilly, poor road. On the ascent from Uig Inn, northward, keep to  $\angle$  at branch-roads, at about  $1\frac{1}{4}$  m. The top of the hill is soon reached, and the road descends for nearly  $1\frac{1}{2}$  m., rises, and again falls to Kilvaxter Inn ( $5\frac{1}{2}$  m.). For  $\frac{1}{2}$  m. beyond the inn, the road is easy, but it re-asends during the subsequent m., and from the hill top there is a long, quick, rough descent. Uphill to Duntulm ( $3\frac{1}{2}-9$ ) and a re-descent before Kilmaluag Inn ( $1\frac{1}{2}-10\frac{1}{2}$ ). Cross the Kilmaluag Water, thence a very arduous, up-and-down, poor road to junction with the hill-road from Uig direct. Just before the road junction, the Quirang is passed on  $\gamma$ . Bear  $\angle$  to Staffin Inn ( $6\frac{1}{2}-17$ ). As far as Kilmaluag, this road is tolerable; thereafter it is not recommended.
- (e) **THE QUIRANG.**—This is the name given to a wonderfully fantastic group of curiously-shaped rocks. Several of these huge masses of stone resemble needles, or ruined castles, or gigantic tables. One rock rises, in the form of an obelisk, to a height of fully 120 ft. The view of the sea (some 1500 ft. below) through the intervening spaces of the Quirang is very grand. There are several sheer precipices from the tableland down to the coast below. In treacherous weather it is advisable to enlist the services of a reliable guide, as, otherwise, the exploration of the Quirang is fraught with an ever-present danger. Cycles should be left by the roadside near the summit, and not taken along the narrow footpath towards the Quirang.
- (f) **THE "KILT ROCK,"** some way to the S.E. (about  $2\frac{1}{2}$  m.) of Staffin Inn, should be visited, but on foot. It is a mass of variously-coloured strata jutting out into the sea, and, in consequence of a crossing and re-crossing of the colours, resembles the tartan of a kilt—hence its name. All the cliffs around Staffin Bay are very grand, but they are best seen from a boat.

## ROUTE 350.

## PORTREE TO PORTREE.

(Circular.)

This circular road leads through some of the wildest scenery in Skye. The hills are numerous, frequently long, and several are exceedingly stiff. The surface is variable. In parts it is very fair, being hard and well set; in other parts it is loose and often very rough. The views of the Coolin Hills obtained from Bracadale are remarkably fine.

| Miles from Portree. | Places on the Road. | Mileage.        |                  | General description of the Road.                                                                                                                                                                                                                                                                                                                   |
|---------------------|---------------------|-----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                     | Inter-mediate.  | Total.           |                                                                                                                                                                                                                                                                                                                                                    |
| 56 $\frac{1}{2}$    | PORTREE (Pier.)     | ...             | ...              | Route 349 for $4\frac{1}{4}$ m.                                                                                                                                                                                                                                                                                                                    |
| 52 $\frac{1}{4}$    | Fork-roads          | 4 $\frac{1}{4}$ | 4 $\frac{1}{4}$  | Here bear $\angle$ , descending by Carbost to Skeabost Br., beyond which the running is easy for over $\frac{1}{2}$ m., and then the road rises towards the Post Office. From this point it again descends, is fairly level for a little way, rises over a hill shoulder, and descends to Tayinlone Inn. Good surface to Skeabost, then very fair. |
| 51 $\frac{1}{2}$    | Carbost             | $\frac{3}{4}$   |                  |                                                                                                                                                                                                                                                                                                                                                    |
| 50 $\frac{1}{2}$    | Skeabost Bridge     | $\frac{1}{2}$   |                  |                                                                                                                                                                                                                                                                                                                                                    |
| 48 $\frac{1}{2}$    | Post Office         | 2               |                  |                                                                                                                                                                                                                                                                                                                                                    |
|                     | ↓                   |                 |                  |                                                                                                                                                                                                                                                                                                                                                    |
| 46 $\frac{1}{4}$    | Tayinlone Inn       | 2 $\frac{1}{2}$ | 10 $\frac{1}{4}$ | Very undulating, keeping well to $\angle$ beyond the inn, to Edinbain Inn, where the road bends to $\gamma$ . round the head of Loch Greshornish, ascending. Avoid all branch-roads and keep forward up the long stiff hill to summit. Here                                                                                                        |
| 44                  | Arnisort            | 2 $\frac{1}{4}$ |                  |                                                                                                                                                                                                                                                                                                                                                    |
| 42 $\frac{1}{2}$    | Edinbain Inn        | 1 $\frac{1}{2}$ |                  |                                                                                                                                                                                                                                                                                                                                                    |
|                     | ↑                   |                 |                  |                                                                                                                                                                                                                                                                                                                                                    |

## Route 350.

PORTREE TO PORTREE—*continued.*

| <i>Miles from Portree.</i> | <i>Places on the Road.</i>       | <i>Mileage.</i>       |               | <i>General description of the Road.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------|----------------------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                  | <i>Inter-mediate.</i> | <i>Total.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | ↑                                |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 39                         | Summit.....                      | 3½                    |               | the wild moorland is passed over and there is a quick fall to Fairy Bridge, where turn sharply to <i>l.</i> ( <i>r.</i> , to Stein). Short stiffish ascent from the br., and a long gradual downhill run towards Dunvegan, keeping to <i>r.</i> at fork on the hill. Surface fair as a whole, but with roughish patches here and there.                                                                                                                                                                                                    |
| 37½                        | Fairy Bridge .....               | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 36                         | Fork-roads .....                 | 1¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 34                         | Dunvegan ( <i>a</i> ) .....      | 2                     | 22½           | Turn to <i>l.</i> , having the shore on <i>r.</i> , and ascend gradually to road junction, where bear <i>r.</i> , downhill, towards Kensalroag and Watten Bridge, avoiding all branch-roads on <i>r.</i> Ascent from the br. for over ½ m., and a decline beyond to the branch-roads, where keep <i>l.</i> and pass round the head of Loch Caroy. A succession of rise and fall to Gearymore, thence a decided uphill tendency for nearly 2 m., and undulating to Struanmore. Descent to Struan Inn and Bracadale. Fair surface generally. |
|                            | (Hotel.)                         |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 32                         | Road junction .....              | 2                     |               | Easy running by Bracadale Ch., round the head of Loch Beag to Coillore. Here there commences a long, steep hill (about 1 in 11), having an awkward turn near the centre. During the next 4 m. the road is very hilly and the surface poor; long ascent towards the summit.                                                                                                                                                                                                                                                                 |
| 31                         | Kensalroag .....                 | 1                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 30½                        | Watten Bridge.....               | ½                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 29½                        | Branch-roads ... ↓               | 1½                    |               | Quick fall for 2 m. passing Drynoch Lodge, thence easier gradients for the following 4 m. Towards Sligachan the road descends, the gradient becoming 1 in 16 near the inn. Surface very poor in parts, especially between Bracadale and Drynoch Lodge; otherwise fair.                                                                                                                                                                                                                                                                     |
| 26½                        | Gearymore.....                   | 2¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 24                         | Struanmore .....                 | 2½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | ↓                                |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 23½                        | Struan Inn .....                 | ½                     | 33            | At road junction here turn sharp <i>l.</i> , following Route 349 to Portree.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 23                         | Bracadale Church ( <i>b</i> )... | ½                     |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 21¾                        | Coillore .....                   | 1½                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | ↑                                |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 16¾                        | Summit.....                      | 5                     | 39¾           | At road junction here turn sharp <i>l.</i> , following Route 349 to Portree.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 15                         | Drynoch Lodge .....              | 1¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 12½                        | Crossal .....                    | 2¾                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | ↓                                |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 9½                         | Sligachan Inn .....              | 2¾                    | 47            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | Route 349.                       |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | PORTREE .....                    | 9½                    | 56½           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | (Pier.)                          |                       |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**PORTREE TO PORTREE (CIRCULAR).** *Reverse.*—Reverse of portion of Route 349 to Sligachan Inn, where turn *r.* Descent to Coillore—dangerous. Easily-followed road to road junction, beyond Kensalroag, where bear *l.* to Dunvegan. At hotel turn *r.*, and after crossing the R. Horneval bear *l.* and keep forward to Fairy Br. Here turn sharp *r.* over the moor, and keep to *r.* on the descent beyond. Road bends to *l.* round head of Loch Greshornish; thence unmistakable to Portree, into which village bear *r.* on meeting the road from the S.

**EDITOR'S NOTES.**—(*a*) Dunvegan Castle, placed on a rock, having the sea on three sides, lies 1 m. N. of the hotel. It is said to be the oldest inhabited castle in Scotland. The Macleods of Dunvegan have entertained Sir Walter Scott, Johnson, and Boswell here, and it was here, too, that Scott wrote his plaintive "MacCrimmon's Lament."

(*b*) At Idrigill Point, to the W. across Loch Bracadale, are the striking basaltic rock formations known as "Macleod's Maidens," which were much admired by Scott during his tour in the district. They rise out of the sea in front of frowning cliffs some 700 ft. high.

## ISLE OF ORKNEY.



The roads on the "mainland" of Orkney are all good, and the gradients, as a whole, well engineered and easy. The characteristic of the road surface is firmness and solidity. The following are the distances from Kirkwall Harbour: Finstown,  $6\frac{3}{4}$  m.; Stromness, 15; Evie,  $15\frac{1}{4}$ ; Swannay,  $20\frac{3}{4}$ ; Birsay Bay (Via Finstown and Smithfield),  $19\frac{1}{2}$ ; Orphir,  $9\frac{1}{4}$ ; Deerness, 12; St. Mary's,  $6\frac{3}{4}$ ; Holm,  $8\frac{3}{4}$ . Distances from Stromness: Birsay Bay, 14 m.; Orphir, 8; Kirkwall (Via Orphir),  $17\frac{1}{4}$ . The scenery in Orkney is somewhat monotonous owing to the flatness of a greater part of the mainland, and the unbroken expanses of brown heath and heather. On the other hand the coast and island scenery is very fine, and the objects of interest, especially those connected with the old Northern Rovers, are many. The particulars of what there is to see in Orkney are too many to even mention here. Readers are referred to the ordinary guide books, the translated "Sagas," Scott's "Pirate," etc.

# ISLES OF LEWIS, SHETLAND, N. AND S. UIST, ISLAY, AND JURA.

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**LEWIS.**—The roads on this island are, on the whole, fair, and there are no serious hills. All the routes branch from Stornoway as a centre-point. The distances from the pier at Stornoway are: Barvas,  $12\frac{1}{2}$  m.; Port of Ness, 27; Garrynahine Inn,  $14\frac{1}{4}$ ; Callernish Inn,  $16\frac{1}{4}$ ; Carloway,  $22\frac{1}{2}$ . In the southern portion of the island, known as Harris, the road surface is much poorer. The surface of Lewis is, on the whole, flat, and there are a remarkable number of small lochs. There are, too, vast plains, unbroken save by the lochs, of peat moss of a soft and spongy nature. The only town on the island is Stornoway, but there are fairly good hotels at Barvas and Garrynahine, and at Tarbert (36 m. from Stornoway) in Harris.

**SHETLAND.**—The roads on the mainland of Shetland are, on the whole, fair, but have not the same general excellence as the Orkney roads. One of the best runs from Lerwick to Scalloway (6 m.) and back, going by one road and returning by the other. Shetland is mostly clad in a dark brown heath, but is not all flat, there being several considerable hills. The cliff scenery is magnificent, but this, of course, is best seen from a boat.

**N. AND S. UIST.**—The roads are narrow but have a fair surface generally. N. Uist, Benbecula, and S. Uist are separated from each other at high tide only; at low water the intervening sands may be crossed, but this should not be attempted without a guide who is familiar with the tides, etc. There is an hotel at Lochmaddy and there are inns at Gramisdale and Greagorry in Benbecula, and at Loch Boisdale and Castle Bay in S. Uist. Distances from Lochmaddy—Tighary, 16 m.; Carinish, 11; Portnalong Inn,  $8\frac{3}{4}$ ; Paible, 13. In Benbecula:—Gramisdale to Greagorry, 6 m. In S. Uist the distances from Lochboisdale are:—Pollachar,  $7\frac{1}{2}$  m.; Howmore,  $12\frac{3}{4}$ ; and N. end of the island, 20.

**ISLAY.**—The road between Bowmore and Port Charlotte, by Bridgend, is a good one; for the rest, the average condition is very fair. There is a *dangerous* hill at Port Askaig. The following are the distances from Port Askaig:—Port Charlotte,  $15\frac{3}{4}$ ; Portnahaven,  $22\frac{3}{4}$ ; Bridgend, 8; Bowmore,  $10\frac{3}{4}$ ; and Port Ellen, 19. There are inns at all the places named, except Port Charlotte. The ferry from Jura is only  $\frac{1}{2}$  m. across.

**JURA.**—The only really rideable road on Jura is that by the coast from Craighouse Inn to Faolin (8 m.). The extension N. to Lagg Inn is in a very rough and poor condition the whole way, 9 m.



# INDEX.

## A

Abbeyhill Station, 150  
 Abbotsford Ferry Station, 113  
 Abbotsford House, 129  
 Aberargie, 172, 196  
 Aberchirder, 248, 253  
 Abercorn Station, 76  
 Aberdeen, 205, 206, 207, 212, 213, 228, 229,  
 230, 231, 232, 233, 234, 235, 236, 237, 238,  
 239, 240, 241, 242, 243, 244, 245  
 Aberdour, 188  
 Aberfeldy, 295, 296, 297, 298, 299, 300, 301  
 Aberfoyle, 106, 186, 290  
 Abergeldie, 229  
 Aberlady, 156, 158, 159, 160  
 Aberlour, 261  
 Abernethy, 196  
 Aberuthven, 183  
 Abington, 2, 34, 35, 36, 40, 41, 44  
 Aboyne, 229  
 Acharacle, 308  
 Achility Inn, 329  
 Achnasheen, 332  
 Achnasheen Hotel, 329, 332  
 Achnoish Inn, 277  
 Advie Church, 261  
 Ae Bridge, 37  
 Airdrie, 43, 83, 89, 90, 92  
 Airriehassan, 17  
 Airth Road Station, 96  
 Alexandria, 110, 270  
 Alford, 232, 234, 246, 247  
 Alford Bridge, 232  
 Alloa, 95, 96, 174, 175, 176, 182  
 Alloa (South), 96  
 Almondbank, 294  
 Alness, 325, 341  
 Alness Parish Church, 325  
 Altguish Inn, 330  
 Altnaharra, 353, 354  
 Altnaharra Inn, 340, 353, 354  
 Alva, 181  
 Alvie Church, 218  
 Alyth, 221  
 Amisfield, 37  
 Amulree Hotel, 295, 296, 297, 298  
 Ancrum, 127, 128, 129  
 Ancrum Bridgend, 126, 127  
 Annan, 4, 5, 6, 7, 8  
 Annbank Station, 58  
 Anstruther, 202, 203, 204  
 Appin Church, 305  
 Arbroath, 206, 221, 222  
 Archiestown, 259  
 Ardavasar Inn, 368

Ardelve, 316  
 Ardentinnny, 286  
 Ardgay Hotel, 328  
 Ardgour, 307, 308, 309  
 Ardlui Hotel, 288  
 Ardnadam, 281  
 Ardpatrik P. O., 277  
 Ardrishaig, 272, 273, 274, 275, 276, 277, 278, 279  
 Ardrossan, 62, 71, 74, 75, 76.  
 Ardwell, 20, 49  
 Arisaig, 309, 310  
 Arisaig House, 310  
 Armadale, 86, 91, 368  
 Armadale Bridge, 351  
 Armadale Castle, 368  
 Armadale Station, 86  
 Arnprior, 103  
 Arran, 357, 358, 359, 360  
 Arrochar, 271, 285, 286  
 Arrochar Station, 270  
 Ascog, 361  
 Ashkirk, 112  
 Ashton, 75  
 Auchencarn, 12, 32  
 Auchenalnalg Bridge, 18  
 Auchinleck, 23  
 Auchmill, 234, 238  
 Auchmoorbridge, 193  
 Auchnagatt Station, 242  
 Auchterarder, 183  
 Auchterderran, 193  
 Auchtermuchty, 197  
 Auchterless Station, 239  
 Auldearn, 236  
 Auldirth Bridge, 22  
 Aulthea Inn, 333  
 Aultnacallagach Inn, 337  
 Aviemore, 264, 265  
 Aviemore Station, 218  
 Avoch, 323  
 Ayr, 25, 26, 27, 29, 49, 50, 52, 53, 54, 57, 58,  
 59, 60, 61, 62  
 Ayr Road Station, 82  
 Ayton, 143, 152

## B

Ba Bridge, 303  
 Baillieston, 92  
 Balbeggie, 212  
 Balerno Station, 84  
 Balfron, 103, 107  
 Balfron Station, 106  
 Ballachulish, 303, 304

- Ballachulish Hotel, 304, 305  
 Ballantrae, 49, 54, 55  
 Ballater, 229  
 Ballinluig, 217  
 Balloch, 109, 110, 111  
 Ballochantuy Inn, 275  
 Balmacara Hotel, 316  
 Balmacellan, 30  
 Balmoral Castle, 229  
 Balmore, 107  
 Balmullo, 190  
 Banavie Hotel, 309, 311  
 Banchory, 225, 226, 227, 229, 230, 231  
 Banff, 238, 239, 247, 248, 249, 251, 252, 253, 254, 255  
 Banff Bridge, 239, 249  
 Bankfoot, 217  
 Bankhead Mill, 12  
 Bannockburn, 97  
 Barbaraville, 325  
 Barhill, 51, 52  
 Barnbarrock, 21  
 Barton Hotel, 169  
 Barr, 275  
 Barrhead, 66, 69, 70, 77, 78  
 Barrmill, 67  
 Barvas, 371  
 Bathgate, 91  
 Bearsden, 105, 109  
 Beattock, 7, 8, 37  
 Beattock Hotel, 1, 37  
 Beattock Village, 1  
 Beaully, 325  
 Beaully Station, 325  
 Beeswing, 11  
 Beggarpeth Bridge, 124  
 Bein Inn, 172, 196  
 Beith, 66, 67, 68, 69, 70  
 Belhaven, 148  
 Bellshill, 42, 88  
 Bells Quarry, 85  
 Belses Station, 129  
 Benbecula, 371  
 Berridale, 326  
 Berridale Arms, 349  
 Bervie, 206  
 Berwick, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152  
 Bettyhill, 353  
 Bettyhill Inn, 351, 353  
 Biggar, 45, 46, 47, 48  
 Bilston, 38, 165  
 Birgham, 141  
 Birnam, 217  
 Birsay Bay, 370  
 Bishopmill, 261  
 Bishopriggs, 99, 100  
 Bishops Bridge, 292, 293  
 Bishoptown, 72  
 Blackadder Bridge, 142  
 Blackbelly, 32  
 Blackburn (Linlithgowshire), 89  
 Blackburn (Aberdeenshire) 234  
 Blackford, 112, 183  
 Blackhall, 169  
 Blackridge, 91  
 Blackwaterfoot, 358, 359, 360  
 Bladenoch, 15, 16  
 Bladenoch Bridge, 17  
 Blairadam Inn, 172  
 Blairadam Station, 172  
 Blair Athole, 217  
 Blairgowrie, 210, 211, 214, 220, 221  
 Blairingone, 180  
 Blairlogie, 180  
 Blairmore, 286  
 Blantyre, 81  
 Blindburn, 242  
 Blythe Bridge, 38  
 Boarhills, 205  
 Boathouse Bridge, 94  
 Bogendreep Bridge, 226  
 Bogniebrae, 247  
 Bogside Station, 174  
 Boharn Church, 258  
 Bombie, 12  
 Bonar Bridge, 328, 336, 341, 342  
 Bonchester Bridge, 115, 116, 117  
 Bonhill, 108  
 Bonkle, 87  
 Bonnington, 90  
 Bonnybridge, 93  
 Border, The, 117  
 Borgie Bridge, 351  
 Borgue, 327  
 Boquhan, 103  
 Bothwell, 3  
 Bower Church, 348  
 Bowland Station, 113  
 Bowling, 108, 109  
 Bowmore, 371  
 Bracadale Church, 369  
 Braco, 291, 292  
 Braemar, 214, 215, 228, 229, 230  
 Braidhills Hotel, 48  
 Braidwood Station, 42  
 Brauxholm Bridge, 112  
 Brechin, 213, 223, 224, 225, 226  
 Bridgend (Fifeshire), 202  
 Bridgend (Islay), 371  
 Bridgend (Perthshire), 292  
 Bridgend (Ross-shire), 325  
 Bridgefoot, 243  
 Bridge of Allan, 182  
 Bridge of Avon, 261  
 Bridge of Awe, 269  
 Bridge of Balgay, 300  
 Bridge of Brown, 233  
 Bridge of Cally, 214  
 Bridge of Cootie, 120  
 Bridge of Dee, 227, 231  
 Bridge of Derrybeg, 261  
 Bridge of Divie, 265  
 Bridge of Don, 240  
 Bridge of Doon, 50, 53  
 Bridge of Dye, 226  
 Bridge of Earn, 172  
 Bridge of Feugh, 226, 227, 231  
 Bridge of Forss, 353  
 Bridge of Gairn, 229  
 Bridge of Grudie, 332  
 Bridge of Isla, 214  
 Bridge of Lochay Inn, 299  
 Bridge of Lossie, 259  
 Bridge of Marnock, 247  
 Bridge of Oich, 312  
 Bridge of Orchy, 303, 306  
 Bridge of Orchy Station, 303  
 Bridge of Shiel, 315  
 Bridge of Weir, 73, 77  
 Brig o' Turk, 289  
 Broadford, 366, 367, 368  
 Brodie Station, 236  
 Brodick, 357, 358, 359, 360

Broomhill Station, 264  
 Broomhouse, 42  
 Brora, 326  
 Broughton, 38  
 Broughton Station, 38  
 Broxburn, 91, 148  
 Brucklay Station, 249, 250  
 Buchanty, 187, 296  
 Buchanty, 185  
 Buchlyvie, 103, 105  
 Bunessan, 363  
 Burdiehouse, 39  
 Burghead, 263  
 Burnhaven, 241  
 Burnhead, 28  
 Burnhouse, 67  
 Burns' Cottage, 50  
 Burnside, 71  
 Burntisland, 171, 188, 189, 190, 191, 192, 193,  
 200, 201  
 Burrelton, 212  
 Busby, 79  
 Butte, 361

C

Cadder, 100  
 Caddontown, 123  
 Cairnbrogie, 245  
 Cairndow Inn, 271, 279  
 Cairn Ryan, 49  
 Caldercruix, 92  
 Caldwell Station, 66  
 Callander, 185, 187, 267, 268, 269, 288, 289  
 Calleriush Inn, 371  
 Calquhirk, 15  
 Camasnacroise Church, 309  
 Cambus, 174  
 Cambuslang, 41  
 Cambusnethan, 87  
 Cambus o' May Station, 229  
 Camelon, 93, 96, 97  
 Cameron Bridge, 191  
 Campbelltown, 274, 275, 276  
 Campie, 100  
 Campie Glen Station, 100  
 Camptown, 117  
 Canniesburn, 102, 105  
 Canisbay Church, 349  
 Canonbie, 6, 7, 112, 115  
 Canonbie Muir, 115  
 Canonbie Station, 115  
 Cape Wrath, 355, 356  
 Cape Wrath Lighthouse, 356  
 Caputh, 216  
 Carbellaw Row, 60  
 Cardonald Station, 77  
 Cardross, 110  
 Carfin, 83  
 Carfrae Mill Inn, 139  
 Cargill Station, 214  
 Carinish, 371  
 Carleton Fishery, 49  
 Carlisle, 1, 2, 3, 4, 5, 43, 44, 45, 112, 113, 114,  
 115, 116  
 Carlops, 45  
 Carloway, 371  
 Carluke, 42, 43, 47  
 Carnach, 304

Carnbo, 181  
 Carnoch, 174  
 Carnwath, 47, 83, 84, 125  
 Carrbridge, 218, 265  
 Carron, 95  
 Carron Bridge, 22, 34  
 Carron Bridge Station, 34  
 Carron Shore, 95  
 Carsphairn, 26, 29  
 Carrutherstown, 5  
 Carstairs, 83  
 Carter Bar, 116, 117, 118  
 Cassillis Station, 54  
 Cassley Bridge, 337  
 Castle Bay, 371  
 Castlecary, 43, 93  
 Castle Douglas, 10, 12, 29, 32  
 Castleton, 115  
 Castleton of Braemar, 230  
 Castletown, 349  
 Cathedral (Glasgow), 98  
 Cauldhame, 101  
 Causewayhead, 175, 180, 182  
 Ceannacroc Bridge, 315  
 Ceres, 192, 202  
 Chapelhall, 43  
 Chapel Knowe, 7  
 Chapelton, 79  
 Charleston, 209  
 Cherrybank, 184  
 Chesters, 116  
 Chirnside, 145, 152  
 Clachaig Inn, 304  
 Clachan, 275  
 Clachnabarry, 325  
 Clackmannan, 174  
 Clarencefield, 4  
 Clarkston, 79, 80, 92  
 Clashmore Inn, 326, 328  
 Clattering Brig, 226  
 Clatteringshaws, 31  
 Cleethaugh, 117  
 Closeburn Station, 22  
 Clunie Inn, 313, 314, 315  
 Cluny Castle, 307  
 Clydebank, 108  
 Clynder, 286  
 Coaltown, 201  
 Coatbridge, 92  
 Cockbridge, 233  
 Cockburnspath, 148  
 Cockburnspath Station, 148  
 Cockenzie, 155  
 Coldingham, 152  
 Coldstream, 138, 139, 141, 142, 143  
 Colfin Station, 19  
 Colgrain, 110  
 Colinton, 84  
 Collessie, 195, 197  
 Collin, 4, 5  
 Colmonell, 54  
 Coltness Station, 264  
 Colvulin, 307  
 Comrie, 174, 292, 293, 295  
 Conan Bridge, 321, 325  
 Conan, 321, 323, 325  
 Condorat, 93  
 Contin, 329  
 Coppercleuch, 119, 121  
 Corner House, 18, 20  
 Cornhill, 252  
 Corpach Hotel, 310

Corran Inn, 305  
 Corrie, 357  
 Corsock Bridge, 30, 31, 32  
 Corstorphine, 91, 94  
 Coshieville Inn, 300  
 Cothouse Inn, 281, 287  
 Coupar Angus, 211, 212, 220  
 Cove, 286  
 Cowdenbeath, 172, 177, 192  
 Coylton, 57, 58  
 Craggie Inn, 219, 317, 318  
 Craigellachie, 257, 258, 261, 263  
 Craigendoran, 110  
 Craighall Bridge, 214  
 Craighouse Inn, 371  
 Craigleith Station, 169  
 Craignure, 362  
 Craigrothie, 192  
 Craigton, 221  
 Crail, 200, 201, 203, 204, 205  
 Crailing, 126, 132  
 Cramond, 168  
 Cramond Bridge, 169  
 Cranston Church, 140  
 Crarae Inn, 278  
 Crask Inn, 340  
 Crathie, 229  
 Crathes Station, 229  
 Crawford Inn, 2  
 Creetown, 13  
 Creggans Pier, 280  
 Creich Church, 328  
 Criannlarich, 268  
 Crieff, 291, 292, 293, 294, 265, 296, 297  
 Crieff Junction Station, 183  
 Crochetford, 10, 30  
 Croe Bridge, 316  
 Cromarty, 323, 343  
 Cromdale, 261  
 Crook Inn, 38  
 Crook of Devon, 195  
 Crookstown Station, 78  
 Crossford, 40  
 Crossgates, 177, 178  
 Crosshill, 56, 80  
 Crosshouse, 63  
 Cross Keys Hotel, 7  
 Crossmichael, 29  
 Cross Roads Inn, 244  
 Croy, 267  
 Culcabock, 219  
 Cullen, 255, 256  
 Culloden Station, 237  
 Culroy, 50  
 Culsalmond, 246  
 Culter, 44  
 Cults, 228  
 Cumbernauld, 43, 93  
 Cumbernauld Station, 43  
 Cummertrees, 4  
 Cumnock, 23, 57, 58, 69  
 Cumnock Station, 59  
 Cupar, 189, 190, 191, 197, 198, 202, 203  
 Currie, 84  
 Cuthill, 155

## D

Daily Station, 55  
 Dairsie, 190

Dalbeattie, 11, 21, 31, 32  
 Dalgarven, 71  
 Dalginross, 293  
 Dalhousie Station, 113  
 Dalkeith, 140, 159, 161, 162, 163, 164  
 Dalkeith Station, 163  
 Dallas, 259, 260  
 Dalmally, 268, 290, 291, 306  
 Dalmally Station, 290  
 Dalmellington, 26  
 Dalmeny, 170  
 Dalmuir, 108  
 Dalnashauigh Inn, 261, 262  
 Dalry, 68, 71  
 Dalrymple, 57  
 Dalsersf, 41  
 Dalton, 8  
 Dalwhinnie Hotel, 218  
 Damside, 87  
 Dandaleith Station, 261  
 Daniel Stewart's Coll. (Edinburgh), 169  
 Darnick, 127, 129  
 Darvel, 64  
 Dava, 265, 266  
 Dava Station, 265  
 Davidson's Mains, 168, 169  
 Daviot, 266, 267  
 Daviot Church, 219, 266  
 Dean Bridge (Edinburgh), 169  
 Dechmont, 91  
 Dearness, 370  
 Denholm, 126  
 Denny, 44, 97, 98  
 Dennyloanhead, 43, 93  
 Dervaig Inn, 364, 365  
 Devonside, 182  
 Dingwall, 321, 325, 329, 330  
 Dinnet Station, 229  
 Dirleton, 156, 157  
 Dollar, 177, 178, 181, 182  
 Dolphinton, 45  
 Dolphinton Station, 45  
 Donibristle, 178  
 Doon Bridge, 50, 53  
 Dornie Inn, 316  
 Dornoch, 345  
 Dornock, 4  
 Douglas, 59  
 Douglas Mill, 2, 59  
 Doune, 185, 187  
 Dowally, 217  
 Dreghorn, 64  
 Drem, 157, 158  
 Drip Bridge, 185  
 Drummond Castle, 292  
 Drummorie, 19, 20  
 Drumnadrochit, 318, 319  
 Drumnadrochit Hotel, 312  
 Drymen, 105, 107, 108  
 Drymen Station, 105, 107  
 Duartmore Bridge, 338  
 Duddingston, 166  
 Duftown, 256, 257, 258, 259  
 Duisdale, 368  
 Duke Street Station (Glasgow) 92, 93  
 Dulnain Bridge, 264, 265  
 Dumbarton, 109, 110  
 Dumfries, 4, 5, 8, 9, 10, 11, 12, 13, 14, 21, 22,  
 23, 24, 25, 26, 27, 30, 31, 36, 37, 38, 39  
 Dunan, 366  
 Dunbar, 148, 153, 154  
 Dunbeath, 327

Dunblane, 183, 187, 291, 292, 293  
 Dunbog, 198  
 Dundee, 206, 208, 209, 210, 211  
 Dundonald, 63  
 Dundonnell, 331  
 Dundonnell Inn, 331, 333  
 Dunfermline, 173, 174, 175, 177, 178, 179  
 Dunglass Bridge, 148  
 Dunipace, 44  
 Dunkeld, 216, 217, 220, 297, 298, 299  
 Dunlop, 65, 67  
 Dunmure, 53  
 Dunn Inn, 347  
 Dunnet Inn, 349  
 Dunoon, 281, 282, 284, 286, 287  
 Dunrobin Castle, 326  
 Duns, 141, 142, 143, 145, 146, 147, 152  
 Duns Station, 142  
 Dunscore, 25  
 Dunstaffnage Castle, 269  
 Duntocher, 109  
 Duntulm, 368  
 Dunvegan, 369  
 Durisdeer Mill, 35  
 Durness, 350, 351, 352, 354, 355, 356  
 Duror Inn, 305  
 Duthil, 265  
 Dyce, 238  
 Dysart, 200

## E

Eaglesham, 80, 81  
 Earlston, 134, 135, 137, 138  
 East Brora, 326  
 East Calder, 85  
 Easter Millerhill, 162  
 Easter Pencaitland, 159  
 Eastfield, 41  
 Easthowgate, 48  
 East Kilbride, 79, 81, 82  
 East Linton, 148  
 Eastmoor, 6  
 East Salton, 153  
 Eastside Bridge, 254  
 East Whitburn, 89  
 Ecclefechan, 1  
 Eccles, 144  
 Echt, 244  
 Eckford Church, 126  
 Eddleston, 123  
 Eddrachillis Church, 338  
 Edentown, 196, 197  
 Edgerston Church, 117  
 Edinbain Inn, 368  
 Edinburgh, 36, 37, 38, 39, 44, 45, 47, 48, 84,  
 85, 86, 89, 91, 92, 93, 94, 112, 113, 114, 122,  
 123, 139, 140, 147, 148, 149, 150, 155, 156,  
 163, 164, 165, 166, 169, 170, 171, 172  
 Ednam, 144  
 Edrom Station, 145  
 Edwardsrig, 37  
 Edzell, 225  
 Elderslie, 70, 73  
 Elderslie Station, 70  
 Elgin, 236, 260, 261, 262, 263, 264  
 Elie, 201  
 Ellon, 240, 242  
 Elsrickle, 125

Elvanfoot Station, 35  
 Embo Street, 345  
 Enterkinfoot, 22, 35  
 Eskbank, 113, 163  
 Ettrick Bay, 362  
 Ettrick Bridge, 122  
 Evanton, 325  
 Evie, 370  
 Ewes Church, 112  
 Eyemouth, 151, 152

## F

Fala, 140  
 Fairlie, 75  
 Fairy Bridge, 369  
 Falkirk, 93, 95, 96, 97, 98  
 Falkland, 196  
 Faolin, 371  
 Fearn, 343  
 Fenwick, 24  
 Ferrytown Inn, 326, 344  
 Fettercairn, 225  
 Fifekeith, 236  
 Finnick Toll, 105  
 Finstown, 370  
 Fintry, 101  
 Fionphort, 363  
 First Coast, 333  
 Fisherrow, 149  
 Fisherrow Harbour, 149  
 Fishers Tryst, 38  
 Fishrie P.O., 249  
 Fochabers, 236, 255  
 Fodderty Church, 329  
 Fontainebleau, 245  
 Fordel, 178  
 Fording Station, 213  
 Forest Mill, 179  
 Forfar, 208, 213, 220, 221, 222  
 Forres, 236, 258, 259, 263, 264, 265  
 Forse, 327  
 Forsinard Hotel, 346  
 Forsinard Station, 346  
 Fort Augustus, 312  
 Forth, 85  
 Forth Bridge, 169  
 Fortingal, 300  
 Fortrose, 323, 324  
 Fort William, 304, 305, 306, 307, 309, 310, 311,  
 312, 313  
 Foyers Hotel, 317, 318  
 Fraserburgh, 241, 242, 250, 251, 252  
 Freeburn Inn, 218  
 Freswick, 327  
 Friockheim Station, 222, 223  
 Furnace, 278  
 Fushiebridge, 113  
 Fyvie Station, 238

## G

Gairloch, 332, 333, 334  
 Gairloch Church, 332  
 Gairloch Hotel, 332, 333  
 Gairney Bridge, 194  
 Galashiels, 113, 127, 130, 133



Gallatown, 189, 191  
 Galston, 61, 64  
 Gannochy Bridge, 225  
 Garelochhead, 285, 286, 287  
 Gargunnoch Station, 103  
 Garliestown, 15, 16  
 Garmouth, 263  
 Garrick Bridge, 325  
 Garrion Bridge, 82  
 Garry Bridge, 302  
 Garrynahine, 371  
 Garrynahine Inn, 371  
 Garscadden, 109  
 Gartly Station, 247  
 Gartmore, 106  
 Gartmore Station, 106  
 Gartocharn, 108  
 Garve, 330, 331  
 Garve Hotel, 329, 330  
 Gasstown, 4  
 Gatehead, 63  
 Gatehouse of Fleet, 13, 34  
 Gattonside, 134  
 Gavinton, 146  
 Georgemas Inn, 348  
 Gifford, 153  
 Gilmerton, 114, 164, 294, 296  
 Gilmerton Station, 164  
 Girvan, 49, 51, 52, 53, 55, 56  
 Gladsmuir, 149  
 Glamis, 209, 210, 212  
 Glamis Station, 209  
 Glasgow, 1, 2, 3, 22, 23, 24, 40, 41, 42, 61, 65,  
 66, 67, 74, 75, 76, 80, 81, 88, 91, 92, 93, 94,  
 98, 99, 100, 101, 102, 103, 104, 105, 106,  
 107, 108, 109, 110, 270, 271, 272  
 Glen Affric Lodge, 319, 320  
 Glen Aros, 365  
 Glen Arroch, 367  
 Glen Barry Station, 253, 254  
 Glencarse, 205  
 Glencorse, 38  
 Glendevon Inn, 293  
 Glenelg Hotel, 316  
 Glen Farg Station, 172  
 Glenluce, 14, 17, 18, 19  
 Glenurquhart P.O., 319  
 Gogar, 91  
 Goldenacre, 168, 171  
 Golspie, 326, 342, 344, 345  
 Gonachan, 101  
 Gordon Arms Inn, 119, 121  
 Gordonston Mill, 28  
 Gourrock, 75  
 Govan, 74, 77, 78  
 Govanhill, 80  
 Grahamston, 95  
 Grange Church, 254  
 Gramisdale, 371  
 Granton, 167  
 Granton Station, 171  
 Grantown, 231, 232, 233, 260, 261, 262, 264, 265,  
 266  
 Grant's House, 148  
 Grantully, 298  
 Greagorry, 371  
 Great Western Road Station (Glasgow), 107  
 Greenend, 114  
 Greengairs, 89  
 Greenlaw, 136, 137, 138, 139, 146  
 Greenlaw Station, 137  
 Greenloaning, 183

Greenock, 72, 73, 75  
 Gretna Green, 1  
 Guardbridge, 191, 200  
 Guildtown, 214  
 Gullane, 156  
 Guthrie Station, 222

## H

Haddington, 149, 157, 158, 159  
 Haddington Station, 149  
 Haddo House, 244  
 Haggis, 99  
 Haining, The, 113  
 Half Morton Church, 7  
 Halladale Bridge, 346, 350  
 Hamilton, 2, 41, 64, 65, 81, 82, 83  
 Harris, 371  
 Harthill, 88  
 Hatton, 240  
 Haugh of Urr, 32  
 Haymarket Station, 85, 91, 94  
 Hawick, 112, 117, 120, 121, 125, 126, 128, 129  
 Hazelbank, 40  
 Heilem Inn, 352  
 Heiton, 126  
 Helensburgh, 110, 111, 285, 286, 287  
 Helmsdale, 326, 345, 346  
 Helmsdale Bridge, 326  
 Heriot Station, 113, 160, 161  
 High School (Edinburgh), 150  
 Hillend, 48, 188  
 Hill of Fearn, 343  
 Hillside, 224  
 Hinnisdal Bridge, 367  
 Hoddam Bridge, 6  
 Hollybush Station, 26  
 Holm, 370  
 Holytown, 88  
 Houston, 77  
 Houston Station, 77  
 Howford Bridge, 23  
 Howmore, 371  
 Howwood, 70  
 Hunter's Quay, 281  
 Huntly, 235, 245, 246, 247, 248, 252, 253, 254,  
 Hurlford, 24, 64  
 Hurlet, 78, 79  
 Hyndford Bridge, 59

## I

Idrigill Point, 369  
 Inchinnan Bridge, 75  
 Inchmadamph Inn, 337  
 Inchtute, 205  
 Inishail Church, 291  
 Innellan, 281, 282  
 Innerleithen, 130  
 Innerleithen Station, 120  
 Innermessan, 49  
 Innerwick Church, 300  
 Inveramsay Station, 235  
 Inveran Hotel, 336  
 Inveraray, 271, 278, 279, 280, 284, 285  
 Inverbeg Inn, 270

Invercannich, 318, 319, 320  
 Invercauld Bridge, 229  
 Invercloy, 357  
 Inveresk, 161  
 Inveresk Station, 161, 162  
 Invergarry, 312, 313, 314  
 Invergarry Hotel, 313, 314  
 Invergordon, 322, 324, 325  
 Invergowrie, 206  
 Inverichty, 208  
 Inver Inn, 229  
 Inver Keilor, 206  
 Inverkeithing, 177, 188  
 Inverkip, 75  
 Inverlochy Castle, 306  
 Invermoriston Hotel, 312, 315, 316  
 Inverness, 217, 218, 219, 235, 236, 237, 255, 266,  
     267, 311, 312, 313, 317, 319, 320, 321, 322,  
     323, 324, 325, 326, 327  
 Inveroran Inn, 303  
 Invershiel, 316  
 Invershin Station, 336, 341  
 Inversnaid, 289, 290  
 Inverurie, 235  
 Iona, 363, 364  
 Irvine, 62, 63, 64, 67  
 Islay, 371  
 Isle of Arran, 357, 358, 359, 360  
 Isle of Bute, 361  
 Isle of Jura, 371  
 Isle of Lewis, 371  
 Isle of Mull, 362, 363, 364, 365  
 Isle of Skye, 366, 367  
 Isle of Whithorn, 15  
 Isles of Orkney, 370  
 Isles of Shetland, 371

## J

Jamestown, 108, 329  
 Jeantown (Loch Carron), 329, 334, 335  
 Jedburgh, 117, 118, 127, 132  
 Jedburgh Station, 127  
 Jedfoot Bridge, 126, 132  
 Johnshaven, 206  
 John o' Groat's, 324, 325, 326, 327, 349, 350  
 Johnston, 73  
 Joppa, 58, 150  
 Juniper Green, 84  
 Jura, 371

## K

Kaims, 39  
 Kame Bridge, 191  
 Kames, 280  
 Keiss, 327  
 Keith, 236, 254, 256, 257, 258  
 Kelso, 125, 126, 131, 132, 133, 134, 135, 136,  
     137, 141, 143, 144  
 Kelso Bridge, 126, 131, 133  
 Kelso Station, 133  
 Kemnay, 234  
 Kenmore, 299  
 Kennet, 174, 176  
 Kennoway, 191  
 Kensaleyre Inn, 367  
 Kensalroag, 369

Kerrycroy, 361  
 Kessock, North Ferry, 321, 322  
 Kessock, South Ferry, 321  
 Kettins, 211  
 Kettlebridge, 189  
 Kettleholm Bridge, 6  
 Kilbeg, 368  
 Kilberry Church, 277  
 Kilbirnie, 68, 71  
 Kilbirnie Station, 68  
 Kilchattan, 361  
 Kilchrenan, 271  
 Kilconquhar, 201  
 Kilcreggan, 286  
 Kildarry Station, 325  
 Kildcrochet, 18  
 Kildonnán Church, 345  
 Kildonnán Station, 345  
 Kildrummy Castle, 232  
 Kilfinichen Church, 362  
 Kilfinnan, 280  
 Kilkenzie, 275  
 Kilkerran Station, 55  
 Killean Church, 275  
 Killearn, 103, 107  
 Killearn Station, 107  
 Killin, 298, 299  
 Killochan Station, 55  
 Kilmalcolm, 73  
 Kilmaluag, 368  
 Kilmarnock, 24, 61, 63, 64, 65, 66, 67  
 Kilmarnock Church, 108  
 Kilmartin Hotel, 273  
 Kilmaurs, 65  
 Kilmelfort, 273  
 Kilmichael, 361  
 Kilninian Church, 365  
 Kilmodan Church, 283  
 Kilmorack, 319  
 Kilmun, 286  
 Kilncadsow, 47  
 Kilninver, 273  
 Kilsyth, 99, 100  
 Kilwinning, 62, 71  
 Kilvaxter, Inn, 368  
 Kinbrace Station, 346  
 Kincardine, 95, 176, 179, 180  
 Kincardine Church, 185  
 Kincardine O'Neil, 229  
 Kincardine Station, 179  
 Kincaig Station, 218  
 King Edward Station, 239  
 Kinfauns Station, 205  
 Kingarth, 361  
 Kinghorn, 189  
 Kingshouse Inn (Perthshire), 267  
 Kingshouse Inn (Argyllshire), 303  
 Kinglassie, 193  
 Kingsbarns, 205  
 Kingsmuir Inn, 204  
 Kingstown, 1, 112  
 Kingussie, 218, 306, 307  
 Kinloch Ailort, 310  
 Kinlochewe, 332, 334  
 Kinloch Hotel or Inn, 362, 363, 364  
 Kinlochhourn, 314  
 Kinloch Moidart, 308  
 Kinloch Rannoch, 302  
 Kinloss, 264  
 Kinnesswood, 194  
 Kinross, 172, 193, 194, 195, 197  
 Kintore, 235

Kippen, 100, 101  
 Kirkbean, 21  
 Kirkcaldy, 178, 179, 189  
 Kirkconnel, 23  
 Kirkcowan, 16  
 Kirkcudbright, 9, 10, 11, 12, 33, 34  
 Kirkgunzeon Station, 11  
 Kirkfieldbank, 40  
 Kirkintilloch, 99, 101, 102  
 Kirkland, 28  
 Kirkliston, 90, 94  
 Kirkmichael, 54  
 Kirkmichael Bridgend, 273  
 Kirkoswald, 50  
 Kirkpatrick, 1, 7  
 Kirkton, 188  
 Kirkurd Church, 125  
 Kirkwall, 370  
 Kirk Yetholm, 132, 133  
 Kirn, 281  
 Kirriemuir, 208, 209, 221  
 Knockando Church, 259  
 Knockbain Church, 322  
 Knock Bay, 368  
 Knock House, 363  
 Knowe or "The Snap," 52  
 Kyleacreich Inn, 229  
 Kyle Akin, 366, 367  
 Kyle Rhea Ferry, 315, 316, 367  
 Kyles of Bute, 361  
 Kyle Sku Inn, 338

## L

Ladysbridge Station, 252  
 Lagg, 53  
 Lagg Hotel (Arran), 358  
 Lagg Inn (Jura), 371  
 Laggan Bridge, 307, 312  
 Laid, 352  
 Lairg, 337, 338, 339, 340, 341, 342  
 Lambhill Bridge, 104  
 Lamlash, 358  
 Lamington, 44  
 Lanark, 40, 42, 46, 58, 59, 83, 84, 85, 86  
 Langholm, 112  
 Langlee, 117  
 Larbert, 97  
 Largo, 202  
 Largoward, 119, 203  
 Largs, 68, 69, 75  
 Larkhall, 2  
 Lasswade, 163  
 Latheron, 346, 347  
 Lathones, 199  
 Lathorn, 327  
 Lattershaws, 36  
 Lauder, 134, 135, 136, 138, 139, 140, 147  
 Laurencekirk, 213, 224, 225  
 Laurieston, 94  
 Lawers Hotel, 299  
 Lawrieston, 33  
 Leadburn Inn, 38, 46, 123  
 Leaderfoot, 133, 135  
 Leadhills, 36  
 Lecroft Church, 182  
 Leith, 166, 167, 168  
 Leitholm, 144  
 Leith Hospital, 168

Leith Pier, 166  
 Lendalfoot, 49  
 Lennel Newtown, 142  
 Lennoxton, 100, 101, 102, 104  
 Lerwick, 371  
 Leslie, 192, 193  
 Lesmahagow Toll, 2  
 Leuchars, 200  
 Leven, 193, 194, 199, 201  
 Levenhall, 149, 155  
 Lewis (Isle of), 371  
 Lewiston, 312  
 Lhanbryde, 236  
 Liberton, 39, 47  
 Lillies Leaf, 128  
 Lindean Station, 113, 129  
 Lindores, 195, 198  
 Linktown, 179, 189  
 Linlithgow, 86, 87, 94, 170  
 Linlithgow Bridge, 94  
 Livingston, 89  
 Loans, 62, 63  
 Lochaline, 309  
 Lochalsh, 316  
 Lochanhead Station, 11  
 Lochans, 18  
 Locharbriggs, 37  
 Loch Arkalg, 311  
 Loch Awe Hotel, 269  
 Loch Awe Station, 269  
 Loch Boisdale, 371  
 Loch Bracadale, 369  
 Lochcarron (Jeantown), 329, 334, 335  
 Lochdonhead, 362  
 Lochearnhead, 268, 294, 295  
 Lochearnhead Station, 267  
 Lochee, 209  
 Lochend, 21  
 Lochend Inn, 99  
 Loch Fad, 361  
 Loch Gair Inn, 278  
 Lochgelly, 192  
 Lochgilphead, 279  
 Lochgoilhead, 284, 285  
 Lochinver, 335, 336  
 Lochinver Hotel, 336  
 Loch Laggan, 307  
 Loch Leven Hotel, 305  
 Loch Leven Station, 172  
 Loch Lomond, 288, 289, 290  
 Lochlinchart Station, 329  
 Lochmaben, 8, 9  
 Lochmaddy, 371  
 Loch Maree Hotel, 332  
 Lochranza, 357  
 Loch Tummel Inn, 302  
 Lochwinnoch, 71  
 Lochwinnoch Station, 71  
 Lochy Bridge, 309  
 Lockerbie, 6, 8, 9  
 Lochton, 52  
 Logierieve, 245  
 Longcroft, 43, 93, 99  
 Longforgan, 205  
 Longhermiston, 85  
 Longmorn Station, 261  
 Longniddry, 156, 157, 160  
 Longniddry Station, 156, 160  
 Longridge, 86  
 Longside, 248  
 Longtown, 112

Lonmay Station, 250  
 Loretto School, 149  
 Lossiemouth, 260, 261, 262  
 Lovat Bridge, 319, 325  
 Lower Tarr, 186  
 Low Waters, 65  
 Luib Hotel, 268  
 Luib Station, 268  
 Lugar, 60  
 Lugton Bridge, 67  
 Lugton Station, 65  
 Lumsden, 246  
 Luncarty Station, 216  
 Lundin Mill, 199  
 Lusa Bridge, 366, 367  
 Luss, 270, 287  
 Lybster, 327  
 Lyne Church, 124

## M

Macduff, 238, 239, 249  
 Machrihanish, 276  
 Macmerry, 149  
 Magdalene Bridge, 149  
 Maidens, 52  
 Mains of Dun, 224  
 Marine Hotel, 191  
 Markinch, 193  
 Maryburgh, 321, 325  
 Maryhill, 105  
 Maryhill Barracks, 105  
 Marykirk, 224  
 Mauchline, 23, 58, 60  
 Maxton, 131  
 Maxwellhaugh, 126, 133  
 Maybole, 50, 54, 55, 56, 57  
 Meigle, 212  
 Meikleour, 220  
 Melrose, 127, 129, 130  
 Melrose Bridge, 127, 134  
 Melvich, 345, 346, 350  
 Melvich Inn, 346, 350  
 Menock, 23, 35  
 Menstrie, 180  
 Methilhill, 201  
 Methlick, 243, 244  
 Methven, 294, 295, 296  
 Mid Calder, 85, 87, 88, 89, 90  
 Midmar Church, 244  
 Millerhill Station, 162  
 Millerston, 93  
 Mill Inn, 227, 228, 231  
 Millikenpark Station, 70  
 Milltown, 193  
 Milnathort, 172, 181, 197  
 Milngavie, 102  
 Milton, 100, 102, 209, 225  
 Minishant, 54  
 Mintlaw, 241, 248, 250, 251  
 Minto Cottage, 13, 34  
 Moffat, 37, 118, 119, 120  
 Moidart, 307, 308  
 Molinburn, 93  
 Monamore Bridge, 358  
 Monar Lodge, 320, 321  
 Moniave, 26, 28  
 Monkton, 61, 62  
 Monktonhall, 162

Montrose, 206, 222, 223, 224, 225  
 Monymusk, 234  
 Monzievaird Church, 294  
 Moodiesburn, 93  
 Mordington Church, 145  
 Morebattle, 132  
 Morningside, 178  
 Morningside Road Station, 48  
 Mossburnford, 117  
 Mossend, 88  
 Mossendgreen, 180  
 Mosstodloch, 236  
 Motherwell, 42, 83  
 Motherwell Bridge, 83  
 Mound Station, 326  
 Mount Florida, 80  
 Mount Melville Station, 199  
 Mount Stuart, 361  
 Mouswald, 4  
 Moy Inn, 218  
 Muchalls Station, 207  
 Muirdrum, 206  
 Muirhead, 210  
 Muirkirk, 59, 60  
 Muirtown Bridge, 325  
 Mull, 362, 363, 364, 365  
 Munloch, 322, 323  
 Murrayfield Station, 91, 94  
 Murthly Station, 216  
 Musselburgh, 149, 159, 160, 161, 162, 163,  
 Musselburgh Bridge, 149, 163  
 Muthill, 292  
 Mybster, 347

## N

Nairn, 237, 266  
 Neidpath Castle, 124  
 Neilston Station, 66  
 Nenthorn, 136  
 New Abbey, 21  
 New Alyth, 221  
 Newarthill, 83  
 Newbigging, 125  
 Newbigging Station, 125  
 New Bridge, 311  
 Newburgh (Fifeshire), 196  
 Newburgh (Aberdeenshire), 245, 246  
 New Castleton, 115  
 New Cathcart, 80  
 New Cummock, 23  
 New Deer, 242, 243  
 New Elgin, 261  
 New Galloway, 27, 28, 30, 33  
 New Gullet Bridge, 194  
 Newhall Mill Bridge, 205  
 Newhaven, 167  
 Newhouse, 43, 83, 88  
 Newington Station, 39, 114  
 New Inn, 189, 195, 196  
 Newlands Church, 124  
 New Leeds, 242  
 New Machar, 238  
 Newmains, 43, 82, 87  
 Newmill, 112  
 New Mills Bridge, 140  
 New Milns, 64  
 New Pitsligo, 249  
 Newport, 189, 190, 200

New Sauchie, 182  
 Newton, 76, 126  
 Newton Bridge, 296  
 Newtonloan, 113  
 Newton Mearns, 24  
 Newtonmore, 218, 307  
 Newton St. Boswell's, 127, 135  
 Newton Stewart, 13, 14, 15, 16, 18, 19, 30, 31, 51, 52, 53, 54  
 Newtown, 101  
 Newtyle, 209, 210, 211, 212  
 Nigg Station, 343  
 Nine Mile Burn, 45, 47  
 Nitshill, 79  
 North Ballachulish, 305  
 North Berwick, 154, 155, 156, 157, 158  
 North Esk Bridge, 213  
 North Middleton, 113  
 North Queensferry, 173, 175, 176, 177, 188  
 Novar Station, 325

## O

Oakley, 174  
 Oban, 267, 268, 269, 270, 271, 272, 273, 274, 304, 305  
 Oban Cemetery, 269  
 Oban High School, 274  
 Ochiltree, 58  
 Old Craighall, 162  
 Old Dailly, 55, 56  
 Old Kilpatrick, 108, 109  
 Old Meldrum, 238, 246  
 Old Scone, 214  
 Onich, 305  
 Orkney Isles, 370  
 Ormiston, 159  
 Orphir, 370  
 Orton Station, 263  
 Otter Ferry, 280  
 Overscaig Inn, 339  
 Overton, 82  
 Oyckell Bridge Inn, 337

## P

Padanarum, 221  
 Paible, 371  
 Paisley, 70, 71, 72, 73, 74, 76, 78, 79  
 Palnackie, 11  
 Parkgate, 37  
 Parkhead, 3  
 Park Station, 229  
 Parton, 29  
 Pathhead, 140, 161, 189, 200  
 Patna Station, 26  
 Paxton, 146  
 Peebles, 119, 120, 123, 124, 125, 130  
 Pencaitland Colliery, 153  
 Penicuik, 38, 45  
 Penninghame House, 51  
 Pennyghael Bridge, 363  
 Pennygowan Bridge, 276  
 Penpont, 28  
 Persie Hotel, 214

Perth, 171, 172, 177, 182, 183, 184, 195, 196, 197, 198, 205, 206, 207, 212, 213, 214, 215, 216, 217, 218, 219, 294, 295  
 Peterculter, 229  
 Peterhead, 240, 241, 248, 249, 250  
 Philorth House, 242  
 Piershill, 150, 166  
 Pinmore Station, 51, 55  
 Pinwherry Station, 51  
 Pitlessie, 189  
 Pitlochrie, 217, 301, 302  
 Pitmedden, 243, 245  
 Pitsoctie, 192, 203  
 Pittenweem, 201  
 Plaidy Station, 239  
 Pleau, 97  
 Pollacher, 371  
 Pollokshaws, 66  
 Polmont, 94  
 Polwarth, 146  
 Poolewe, 333  
 Pool of Muchart, 181  
 Port Askaig, 371  
 Port Bannatyne, 283, 361  
 Port Charlotte, 371  
 Port Ellen, 371  
 Port Elphinstone, 235  
 Port Glasgow, 72  
 Portgower, 326  
 Portmahomack, 343, 344  
 Portmahaven, 371  
 Portnalong Inn, 371  
 Portobello, 150  
 Port of Menteith, 186  
 Port of Ness, 371  
 Port Patrick, 18, 19  
 Portree, 367, 368, 369  
 Port Seaton, 155  
 Port Sonachan, 271, 290, 291  
 Portsoy, 255  
 Port William, 17, 18  
 Possilpark Station, 104  
 Potarch Bridge, 229  
 Preston, 160  
 Prestonpans, 155  
 Prestwick, 61  
 Priestland, 64  
 Prince Charlie's Monument, 310  
 Princes Street Station (Edinburgh), 48, 86, 91, 94, 169

## Q

Quoich Bridge, 314

## R

Rachanmill, 38  
 Radernie, 203  
 Rafford Church, 299  
 Rannoch Station, 301, 302  
 Rathay, 214  
 Rathen, 242  
 Ratho, 90  
 Ratho Station, 90



Ratray, 221  
 Ravenstruther, 83  
 Rawyards, 43, 89  
 Reay, 350, 353  
 Reiss, 327, 348  
 Renfrew, 75, 76, 77  
 Renton, 110  
 Restalrig, 166  
 Reston, 148  
 Rhian Bridge, 339  
 Rhiconich Inn, 355  
 Rhynie, 247  
 Riccarton, 61, 115  
 Rigg, 4  
 Rigside, 59  
 Ringford, 13, 33  
 Robertson, 40  
 Rodono Hotel, 119  
 Rogart Station, 342  
 Romanno Bridge, 38, 124  
 Rosebank, 41  
 Rosehall, 336  
 Rosemarkie, 323  
 Rosemount Station, 211  
 Roseneath, 286  
 Roslin, 165  
 Rothes, 261, 263  
 Rothiemay Station, 253  
 Rothmaise, 246  
 Rothesay, 282, 283, 361  
 Roucan, 8  
 Row, 285  
 Roy Bridge Hotel, 306  
 Rumbling Bridge, 179, 180, 195, 293  
 Ruskich Inn, 312  
 Rutherglen, 81  
 Ruthven, 221  
 Ruthven Station, 255

## S

St. Abbs, 151, 152  
 St. Andrews, 190, 191, 192, 199, 200, 204, 205  
 St. Ann's Bridge, 37  
 St. Boswells Green, 127, 131  
 St. Catherines, 279, 285  
 St. Cyrus, 206  
 St. Fergus, 250  
 St. Fillans, 295  
 St. James's Episcopal Church (Leith), 167  
 St. John's Town of Dalry, 29  
 St. John's Kirk, 46  
 St. Marys, 370  
 St. Mary's Episcopal Church (Dunblane), 183  
 St. Mary's Loch, 120, 121  
 St. Michael's Inn, 198, 200  
 St. Monans, 201  
 St. Ninians, 44, 97  
 St. Paul's Episcopal Church (Kinross), 172  
 St. Rollox Station, 98  
 St. Rollox Works, 98  
 Salen, 362, 363, 365  
 Salen Inn, 308  
 Saline, 178  
 Salsburgh, 88  
 Saltburn, 325  
 Saltcoats, 62  
 Sandbank, 281  
 Sandhead, 19, 20

Sandyhills, 21  
 Sanquhar, 23  
 Sauchie, 182  
 Saughtree Station, 115  
 Scalloway, 371  
 Scone, 212  
 Scoonie Bridge, 199  
 Scotlandwell, 194  
 Scots Dyke Station, 112  
 Scourie, 337, 338, 339, 354, 355  
 Second Coast, 333  
 Selkirk, 113, 118, 119, 122, 123, 129, 130, 131  
 Shandon, 285  
 Shawlands, 24  
 Shedog, 360  
 Shetland, Isles of, 371  
 Shettleston, 92  
 Shiel Bridge Inn, 308  
 Shiel Inn, 315, 316  
 Shieldaig, 334, 335  
 Stagehouse Inn, 310  
 Shorebridge, 205  
 Shotts, 88  
 Sinclairtown, 189  
 Skaig Bridge, 337  
 Skeabost Bridge, 368  
 Skelmorlie, 75  
 Skene Free Church, 232  
 Skye, 366, 367  
 Slamannan, 89, 90  
 Slateford, 84  
 Sleat, 368  
 Sligachan Inn, 366, 369  
 Slumbay, 329  
 Smailholm, 133, 134  
 Smelting Mill, 36  
 "Snap, The" or Knowe, 52  
 Sorbie, 15  
 Sorn, 58  
 Southdean, 116  
 Southend, 276  
 Southfield, 68  
 Southmuir, 209  
 South Queensferry, 90, 169  
 Spalding Arms, The, 28, 29, 30  
 Spean Bridge Hotel, 306, 311  
 Spey Bridge, 261  
 Spinningdale, 328  
 Spital of Glenshee, 215  
 Spittal, 16  
 Spittalfield, 220  
 Springbank, 75  
 Springburn, 98  
 Springburn Station, 98  
 Springholm, 10  
 Square Point, 32  
 Staffin Inn, 366, 367, 368  
 Stagehouse Inn, 310  
 Stanley, 216  
 Stanwix, 1  
 Stapleton, 6  
 Stenton, 153  
 Steps Station, 93  
 Sterling, 241  
 Stevenston, 62  
 Stewarton, 65  
 Stewart's Arms Inn, 171, 179  
 Stichill, 137  
 Stirling, 43, 44, 96, 97, 98, 99, 102, 103, 174,  
 175, 180, 181, 182, 183, 184, 185, 186  
 Stonehaven, 207, 213, 227, 228  
 Stonehouse, 82

Stoneykirk, 20  
 Stornoway, 371  
 Stow, 113  
 Strachur, 281  
 Strachur Pier, 281, 282, 283, 284  
 Strachan, 226  
 Straiton, 39, 54, 56  
 Stranraer, 12, 13, 14, 20, 49  
 Strathaven, 78, 79, 82  
 Strathavon, 64  
 Strathblane, 99, 100, 102, 106  
 Strathlachlan Church, 280  
 Strathmiglo, 196, 197  
 Strathord Station, 216  
 Strathpeffer Spa, 329  
 Strathy, 351  
 Strathy Bridge, 351  
 Strathy Inn, 351  
 Strathyre, 267  
 Strichen, 251  
 Strome Ferry, 329, 330  
 Strome Ferry Hotel, 330  
 Stromness, 370  
 Stronachlachar, 289  
 Strone, 286  
 Strontian, 308  
 Struan Inn, 369  
 Struanmore, 369  
 Struy Bridge, 320, 321  
 Summerfield, 166  
 Swannay, 370  
 Swinton, 143, 144  
 Symington Mill, 46

## T

Tain, 325, 328, 343, 344, 345  
 Tairlaw Bridge, 54  
 Talnott, 31  
 Tantallon Castle, 154  
 Tarbert, 371  
 Tarbet, 274, 285, 286  
 Tarbet Hotel, 270, 286, 288  
 Tarbet Station, 270, 286  
 Tarbolton, 60  
 Tarff Station, 33  
 Tarland, 244, 245  
 Tarves, 243  
 Taychreggan, 271  
 Tayinloan, 275  
 Tayinlone Inn, 368  
 Taynuilt, 269, 272  
 Tayport, 198  
 Tayvallich, 278  
 Templand, 8  
 Teviot Bridge, 131  
 Teviothead, 112  
 Thorn, 70  
 Thornhill, 22, 27, 28, 34, 35, 36, 186  
 Thornielea Station, 130  
 Thornliebank, 79  
 Thornton, 189  
 Thrumster, 327  
 Thura Inn, 348  
 Thurso, 346, 347, 348, 349, 350, 351, 352, 353  
 Thurso Bridge, 348, 349  
 Tighary, 371  
 Tighnabruaich, 279, 280

Tillycultry, 181  
 Tobermory, 364, 365  
 Todhills, 208, 209  
 Tollcross, 3, 42  
 Tomdown Inn, 313, 314  
 Tomintoul, 233, 262  
 Tongue, 339  
 Tongue Ferry, 340  
 Tongue Hotel, 351  
 Tongueland, 10  
 Torgoyle, 315  
 Torrance, 100, 104  
 Torrandhu Bridge, 330  
 Torridon, 334  
 Torry, 176  
 Town Yetholm, 132  
 Tranent, 149, 153  
 Traquair, 120  
 Trinity, 167  
 Trinity College, 295  
 Trochie Church, 297  
 Troon, 63  
 Troon Station, 63  
 Trossachs, 288, 289  
 Trossachs Hotel, 289  
 Trossachs Pier, 289  
 Tummel Bridge, 300, 301, 302  
 Undergay Free Church, 358  
 Turriff, 239, 253, 254  
 Turriff Station, 239  
 Tushielaw Inn, 121, 122  
 Tyndrum, 268, 303, 304  
 Tynehead Station, 161  
 Tynninghame, 154  
 Tyrie Church, 252

## U

Uddingston, 3  
 Udstonhead, 65  
 Uig, 368  
 Uig Inn, 367  
 Uist (North), 371  
 Uist (South), 371  
 Ulbster, 327  
 Ullapool, 330, 331, 333, 334, 335, 336  
 Uphall, 91  
 Upper Kilrenny, 201  
 Upper Largo, 199, 201  
 Urr, 32

## W

Walkerburn, 130  
 Wanlockhead, 36  
 Waterfoot, 80  
 Waterloo, 42, 82  
 Waterside Station, 26  
 Watten, 347  
 Watten Bridge, 369  
 Watten Inn, 347  
 Weem, 300  
 Weensland Mills, 126  
 Wellwood Row, 60

Wemyss Bay, 75  
 West Barns, 148, 153  
 West Calder, 85, 88  
 Wester Anstruther, 201  
 Wester Millerhill, 162  
 Wester Pencaitland, 159  
 West Gordon, 136, 138  
 West Gordon Station, 136  
 West Kilbride, 68, 76  
 West Linton, 45, 112  
 Westpans, 155  
 Westruther, 147  
 Whistlefield Inn, 281  
 Whitburn, 86, 88, 89  
 Whiteburn Inn, 136, 139, 147  
 Whitecrook, 18  
 Whitehill, 18, 19  
 Whitehouse (Argyllshire), 275  
 Whitehouse (Lanarkshire), 86  
 Whitekirk, 154  
 Whithorn, 14, 15

Whiting Bay, 358  
 Whitletts, 58, 61  
 Wick, 327, 347, 348, 349  
 Wigtown, 15, 16, 17  
 Wilkiestown, 85, 90  
 Wilsontown, 85  
 Wilton Cemetery, 128  
 Winchburgh, 94  
 Wishaw, 48, 87, 88

## Y

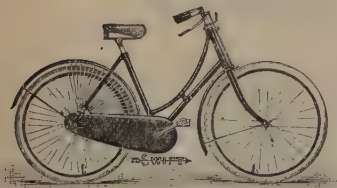
Yair Bridge, 122  
 Yarrow Church, 119  
 Yarrow Fens, 119  
 Yoker, 108



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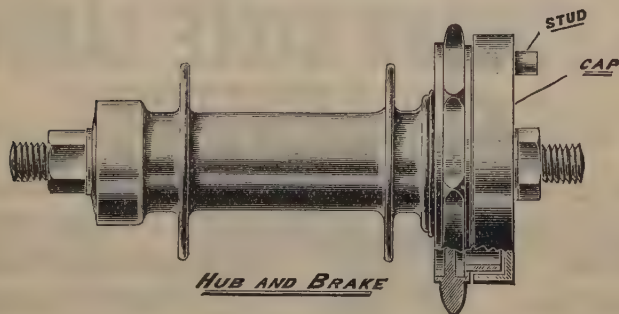
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*By appointment to the Cyclists' Touring Club,  
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Leading for Families and Gentlemen. Undeniably  
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MODERATE TERMS. WRITE FOR TARIFF.

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Nearest to Steamboat Pier and adjoining Railway  
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**FAMILY AND COMMERCIAL.**

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(Three Minutes from River or Rail.)

Every accommodation for Boating  
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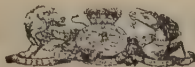
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*Billiards. Stock Rooms.*

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Stock Rooms. Billiard Saloon.

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*Good Position and Excellent References.*

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*(One minute's walk from the G.W.R. Station.)*

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**EXCEPT TO THOSE WHO HAVE**

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